HISTORY OF PHILADELPHIA, 1609-1884

John Thomas Scharf,
Thompson Westcott

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HISTORY

OF

PHILADELPHIA.

1609—1884.

BY

J. THOMAS SCHARF AND THOMPSON WESTCOTT.

IN THREE VOLUMES.

VOL. III.

UNIVERSITY
OF VIRGINIA

PHILADELPHIA:
L. H. EVERTS & CO.
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HISTORY OF PHILADELPHIA.

CHAPTER XLII.[1]

THE MUNICIPAL GOVERNMENT OF PHILADELPHIA.

City Departments—Duties of Municipal Officers—Condition of the City Government—Civil Lists—Statistical Information, etc.

BEFORE the 2d day of February, 1854, the territory of the county of Philadelphia was under the control of various municipal corporations, *to wit:* the mayor, aldermen, and citizens of Philadelphia, the commissioners and inhabitants of the district of Southwark, the commissioners and inhabitants of the incorporated district of the Northern Liberties, the commissioners and inhabitants of the Kensington District, the commissioners and inhabitants of the district of Spring Garden, the commissioners and inhabitants of the district of Moyamensing, the commissioners and inhabitants of the district of Penn, the commissioners and inhabitants of the district of Richmond, the districts of West Philadelphia and Belmont, of the boroughs of Manayunk, Germantown, Frankford, White Hall, Bridesburg, and Aramingo, and of the townships of Passyunk, Kingsessing, Blockley, Roxborough, Germantown, Bristol, Oxford, Lower Dublin, Moreland, Byberry, Northern Liberties, and Delaware, and Penn. On that day the Governor of Pennsylvania approved an act consolidating the aforesaid corporations, and changing the corporate name of the mayor, aldermen, and citizens of Philadelphia to "The City of Philadelphia," the boundaries of its territory being those of the county of Philadelphia. This act is known as the "Consolidation Act," and divides the city into wards, but continues the county of Philadelphia as one of the counties of the commonwealth, the same territory thus having a dual name, the county of Philadelphia and the city of Philadelphia.

The Legislative Power, and Councils.—The legislative powers of the city are vested in two bodies, called the Select and the Common Council; the Select Council consists of one member from each ward, who must have attained the age of twenty-five years, and have been a citizen and inhabitant of the State four years next before his election, and the last year thereof an inhabitant of the district for which he shall be chosen, unless he shall have been absent on the public business of the United States or of the State of Pennsylvania; and no person shall hold said office after he shall have removed from such ward. Their term of office is three years. Each ward has a member of Common Council for each two thousand of *taxable inhabitants*[2] that it shall contain according to the list of taxables for the preceding year, who shall serve for two years from the 1st day of January succeeding their election, and it is the duty of the sheriff of the County of Philadelphia, in his proclamation for every

[1] This chapter, with the exception of the civil lists and statistical tables, was prepared for this work by Isaac H. Shields, attorney-at-law, of this city.

[2] QUALIFICATIONS OF ELECTORS.—*Voting on Age.*—Every male citizen between the ages of twenty-one and twenty-two years may vote without being assessed. He must previously have resided in the State one year, and in the election district (or division) where he offers to vote for at least two months, before the election. If his name is not on the registry of voters, he must make affidavit, if a native citizen, as to his birthplace and residence in the district for two months, and in the State for one year, except in case he had been a resident and removed therefrom and again returned, when six months' residence will be sufficient. If he is not native born, but the son of a citizen naturalized during the son's minority, he must also produce proof of his father's naturalization, of which the naturalization certificate will be the best evidence.

A natural-born citizen over twenty-two years of age must have paid within two years a State or county tax, which shall have been assessed at least two months and paid one month before the election. He must have resided in the State one year, or if, having previously been a qualified elector or native-born citizen of the State, he shall have removed therefrom and returned, then six months, immediately preceding the election. He must have resided in the election district where he offers to vote at least two months immediately preceding the election. If his name is not upon the registry list, he must produce at least one qualified voter of the district or division to prove his residence by affidavit, and himself make affidavit to the facts upon which he claims a right to vote, also that he has not moved into the district for the purpose of voting therein. Proof of payment of taxes must be made by producing the tax receipt, or by affidavit that it has been lost, destroyed, or was never received.

A naturalized citizen must have the same qualifications as to residence in the State and district, assessment and payment of taxes, as a native-born citizen. He must have been naturalized one month before the election. If his name is not on the registry list he must prove his residence by the testimony of a citizen of the district or division, and himself state by affidavit when and where and by what court he was naturalized, and produce his naturalization certificate for examination. On challenge, he may also be required, even when his name is upon the registry list, to produce a naturalization certificate, unless he has been for five years consecutively a voter in the district.

QUALIFICATIONS OF ELECTION OFFICERS.

No person can be an election officer who holds, or *within two months* has held, any office or appointment under the Federal or State government, or under any city or county or any municipal board, commission, or trust, in any city, except justices of the peace, aldermen, notaries public, and persons in the military service of the State.

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municipal election, to state the number of members of the Common Council which the voters of each ward shall be entitled to elect. But no member of the State Legislature, nor any one holding office or employment from, or under the State, at the time of said election, shall be eligible as a member of said Councils; nor shall any member thereof, during the term for which he shall be elected, hold any office or employment of a municipal character,[1] nor shall any member, whether as a committee or otherwise, make any disbursement of corporate moneys, nor audit the accounts thereof, nor perform any other executive duty whatever. A member of Common Council shall have attained the age of twenty-one years, and have been a citizen and inhabitant of the State three years next preceding his election, and the last year thereof an inhabitant of the ward in and for which he shall be chosen, unless he shall have been absent on the public business of the United States or the State of Pennsylvania. Councils in joint meeting, by *viva voce* vote, appoint all heads of departments not elective, and provide by ordinance for the appointment of clerks and officers, except the mayor's clerk, who is appointed by the mayor, all of whom serve for such periods as may be fixed by ordinance, subject to dismissal by the appointing power or superior officer, as such ordinance may provide.

The head of each department shall nominate, and by and with the advice and consent of the Select Council, appoint the clerks and officers in his department. The mayor nominates, and by and with the advice and consent of the Select Council, appoints the policemen and watchmen.

It is the duty of City Councils to provide by ordinance for the establishment and regulation of all the departments indicated by the said Consolidation Act and other laws in force in said city, under the proper heads, and with the necessary clerks, officers, and assistants, to wit: For law, police, finance, surveys, highways, health, water, gas, fire, the poor, city property, and the public grounds, and such others as may from time to time be needful; and through the mayor and proper committees the Councils shall maintain a supervision of each department, whether corporate or otherwise, and over the inspectors of the county prison, for the exposure and correction of all evils and abuses, and for that purpose may require the production of and inspect all books and papers, and the attendance of witnesses by subpœna, and examine them under oath or affirmation.

Councils fix the compensation and prescribe the duties of all officers of said city, and whenever any elective officer dies, or becomes incapable of fulfilling the duties of his office, his place, except where other provision is made for filling the vacancy, is filled by a joint vote of Councils, until the next city election and the qualification of a successor in the office: *Provided*, That such vacancy shall exist at least thirty days before the next city election, otherwise such vacancy is filled at the next election thereafter.

The salary of any officer elected by the qualified voters of the city cannot be increased or reduced by an act or ordinance to take effect during the term for which he was elected; and in all cases where the salary of any officer is not fixed by law, it is by Councils, but it is not lawful for them, at any time, to pass an ordinance, or by other means provide for the payment of any money in the shape of *per diem* pay or compensation of any kind for services rendered by them in their capacity as councilmen, or members of committees emanating from Councils.

Officers elected by the qualified voters are subject to removal from office under impeachment for misdemeanor in office, or other sufficient cause, on charges preferred by the Common Council, and tried by the Select Council in the manner prescribed by the constitution and laws of the commonwealth of Pennsylvania, as to the impeachment by the House of Representatives and trial thereof by the Senate. And all officers are subject to removal for sufficient cause, in the manner provided by Councils.

Councils may prescribe by ordinance that paving of streets, except at the intersections thereof, and of footways, and laying of water-pipes within the limits of the city, shall be done at the expense of the owners of the ground in front whereof such work shall be done, and liens may be filed by the said city for the same.

They have authority by ordinance to direct owners of docks and wharf property to clean their docks after certain notification by the proper officer of the city government, with power, in case of refusal or neglect on the part of any parties thus notified, to cleanse such docks, and to enter liens against the surrounding property for its respective proportions of the expense attending such work; and Councils may also provide for the cleaning of the docks on the Delaware and Schuylkill fronts of said city, and require the owners of wharves and piers, which surround such docks, to cleanse the same; and after thirty days' default from the service of notice on them to perform said duty, it shall be lawful for the city to do said work, and to apportion the expenses thereof among the owners of the wharves and piers adjoining, in proportion to the extent of their wharves, having the privilege or use of such docks, and to collect the same by filing liens therefor and process thereupon, as in case of claims for paving: *Provided*, That no dock shall be cleansed to a greater depth than the natural bed of the river.

The city may construct any bridges that may be necessary to carry any street or highway at the proper grade across any ravine or stream therein, and whenever it shall become necessary in the progress of the building improvements of said city, to grade, curb, bridge, culvert, or pave any of the highways used as

[1] But this does not apply to deputies and employés not holding commissions.

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turnpikes or plank-roads, it is lawful for Councils to agree for the relinquishment of such parts thereof as may be required from time to time, and if the parties cannot agree to obtain a jury-view upon such parts to assess the damage the company owning the franchise may sustain by the city using the same for said purposes; such jury appointed, three by the Court of Quarter Sessions of Philadelphia County, and three by such courts in the next adjoining county to which such leads; and such viewers shall take into consideration whether such turnpike or plank-road company shall have occupied a previous public highway or ground purchased by the company. Councils may enact an ordinance providing for the inspection of leaf tobacco of domestic growth received at the port of Philadelphia, to be sold by sample, for establishing the fee for charges for inspection and sampling and storage, and imposing penalties for any violation of the same.

Whenever Councils shall deem the public exigency to demand it, they may order, by ordinance, any streets, laid upon any of the public plans of the city, to be opened, giving three months' notice thereof to the owner, whereupon any of the owners whose ground will be taken by such street may forthwith petition the Court of Quarter Sessions for viewers to assess the damages which such owners may sustain by the opening of such street, and if the same be not paid within one year, may sue the city for the recovery thereof: *Provided*, That security shall be given the city to the owner for the payment of such damages before his ground shall be actually taken, and the city may indemnify the persons entering such security, and no proceedings to assess the damages on any street on such plan shall lapse by the delay of a year in paying such damages. It shall be lawful for Councils to institute an inquiry as to persons benefited by the opening of any new street, and to withhold appropriation for the opening of the same until the persons found to be benefited shall have contributed according to the benefit to be derived therefrom toward the damages awarded to the owners whose ground will be taken therefor, but in no instance shall the contributions exceed the damages awarded for the ground taken.

Whenever Councils shall order any street upon the plan of said city to be opened or widened, no damages therefor shall be paid unless first assessed by a jury and approved by the Court of Quarter Sessiens, in accordance with the general road laws of the commonwealth: *Provided*, That Councils may in all cases, whether the proceedings to open any street shall have been commenced in Council, or in the ordinary course before the court, refuse to appropriate for the opening of any street until the owners or citizens to be benefited shall have contributed the whole or any part thereof, as Councils may have determined to be just, and in such case such street shall not be actually opened, nor any security which may have been taken for the damages be responsible therefor.

It is the duty of juries selected to assess damages for the opening, widening, or vacating roads or streets within the said city, to ascertain and report to the court, first, what damages the parties claiming the same are entitled to, and second, to assess and apportion the same among and against such owners of land as shall be benefited by such opening, widening, or vacating any such road or street, and when such report shall be affirmed by the court upon notice to all such parties, and the damages paid or secured by the parties among and against whom it shall be so assessed and apportioned, the chief commissioner of highways shall proceed to open, widen, or vacate such road or street accordingly: *Provided, however*, That it shall be lawful for Councils, when in their judgment the public interest shall require it, to provide for the the payment of such damages out of the city treasury: *And further provided*, That two-thirds of the members of Councils present at the passage of such ordinance consent thereto, and the yeas and nays on the passage thereof shall be entered on the journals.

It is the duty of Councils in all cases, when making appropriations, to state the items of expenditure under separate and distinct heads for which such appropriations are intended. They are authorized annually to appropriate toward the support and maintenance of the House of Refuge such sum as they may deem expedient, not exceeding thirty thousand dollars in any one fiscal year, payable in equal payments on the first Mondays of February, May, August, and November in each and every year.

They have power and authority to make, ordain, constitute, and establish such and so many laws, ordinances, regulations, and constitutions as shall be necessary and convenient for the purposes of fixing, ascertaining, and regulating, from time to time, the rates and prices which shall be demanded and received by wagoners, carters, draymen, porters, woodsawyers, and chimney-sweepers, for each and every labor and service which they shall respectively do and perform within the city; and also for the doing, performing, and executing all and every other power, authority, act, matter, and thing whatsoever, which the wardens and street commissioners separately of themselves, or they or either of them, in conjunction with one or more justice or justices of the peace, or with any person or persons whatever, were authorized and empowered, or might or could lawfully do or perform by or under any laws in force at the time of the approval of the aforesaid act of consolidation.

Councils may by ordinance prohibit any interments within such parts of the city wherein they shall judge such prohibition necessary, and to impose such fines for any breach of such ordinance as they may deem necessary.

It is lawful for the Select and Common Councils, from time to time, by ordinances, at the expense of the owner or owners of the property adjoining, to regulate, grade, pave, and repair, curb, and recurb the

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footways or sidewalks, and the said ordinances, rules, and regulations to execute, under the direction or superintendence of such person or persons as they may authorize or appoint, and the same to enforce by suitable penalties, which penalties and expenses of paving and repaving, curbing and recurbing, as aforesaid, are recoverable before any magistrate of said city, or before any court having jurisdiction, in the same manner that debts of like amount are by law recoverable.

Councils fix the rate and levy all taxes now authorized by law within the limits of said city and county, except the State tax, and direct the amount to be applied and paid by the city treasurer to health, school, poor, city, and other purposes, according to law. The said taxes are voted so as to show how much is raised for said objects respectively, and they are collected and accounted for to the treasurer as one city and county tax. The said tax, and all State taxes accruing within said city limits, are paid to the receiver of taxes, and all allowance made by law for the collection and prompt payment of the State tax accrues to the city treasury for the use of the city.

It is the duty of Councils to designate the place of holding the elections in the several election divisions of the wards, and to notify the sheriff thereof, at least thirty days prior to the election, and shall have full power and authority to remove or change the place of holding the elections in any of the said election divisions, whenever by reason of inability to hold said election at the place so designated, a change shall be necessary. And in sudden emergency, as in case the polling place is destroyed by fire on the eve of the election, the court designates one.

The Select and Common Councils have the power to levy a tax for municipal purposes on all subjects of taxation specified by the thirty-second section of the act of April 29, 1844, and to provide, by ordinance, a system for the assessment thereof, and for the collection of taxes thereon.

The following is a schedule of taxable articles under the thirty-second section of the act of 29th April, 1844:

"Houses, lands, lots of ground, and ground-rents, mills and manufactories of all kinds, furnaces, forges, bloomeries, distilleries, sugar-houses, malt-houses, breweries, tan-yards, fisheries and ferries, wharves, and all other real estate not exempt by law from taxation; also all personal estate, to wit: horses, mares, geldings, mules, and neat cattle over the age of four years; also all mortgages, money owing by solvent debtors, whether by promissory note, penal or single bill, bond or judgment; also all articles of agreement and accounts bearing interest, owned or possessed by any person or persons whatsoever, except notes or bills for work and labor done, and bank notes; also all shares or stock in any bank, institution, or company now or hereafter incorporated by or in pursuance of any law of the commonwealth, or of any other State or government; and on all shares of stock or weekly deposits in any unincorporated saving-fund institution, and all public loans or stocks whatsoever, except those issued by this commonwealth, and all money loaned or invested on interest in any other State; also all household furniture, including gold and silver plate, owned by any person or persons, corporation or corporations, when the value thereof shall exceed the sum of three hundred dollars; also all pleasure carriages, both of two and four wheels; salaries and emoluments of office, all offices and posts of profit, professions, trades, and occupations, except the occupation of farmers, together with all other things now taxable by the laws of the commonwealth."

Councils fix the salaries of all municipal officers elected by the people. They have the power to order and direct the construction of branch sewers, whenever the same shall be approved by the Board of Surveys, and in the opinion of Councils shall be required for the health, comfort, or convenience of the inhabitants of the city.

Councils are also vested with full power and authority to modify the powers and duties of any officer or department, and for that purpose to enact that after the expiration of the term of any existing officer or officers-elect, such office shall cease, and the duties thereof be imposed on other officers or departments now existing, or by ordinance to be established: *Provided*, That this authority shall not be construed to confer any additional powers upon Councils, to abolish, modify, or limit the powers of any boards, commissioners, or officers regulating public parks which have been dedicated to the uses and enjoyment of the people of the commonwealth, or are charged with the collection of taxes or the revision and regulation of assessments of property for general taxable purposes, or created for the purpose of erecting public buildings for the use of the city.

The City Councils cause to be published, once in every year, in the month of January, or as soon as possible thereafter, not later than sixty days, a statement of receipts and expenditures of the city, and a statement of the financial condition of the city, showing all of its liabilities, permanent and temporary, and a schedule of its assets, which are published in two or more newspapers of different political complexion, published in Philadelphia, for three consecutive issues.

Councils are empowered to provide for the inspection of milk, under such rules and regulations as will protect the people from adulteration and dilution of the same.

They are also authorized to alter and regulate the curb-lines and heights, and determine and make uniform the widths of the footways of the streets within the limits of the city.

The municipal authorities and courts having jurisdiction in Philadelphia have exclusive control and direction of the opening, widening, narrowing, vacating, and changing grades of all streets, alleys, and highways within the limits of said city, and may open or widen streets of such width as may be deemed necessary by such city authorities and courts.

The Councils of the city fix by ordinance the salary to be paid out of the city treasury to the mayor.

"The proper authorities of any county, city, town, or township of Pennsylvania are authorized and empowered to enter into contracts with any of the railroad companies, whose roads enter their limits, respectively, whereby the said railroad companies may

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relocate, change, or elevate their railroads within said limits or either of them, in such manner as in the judgment of such authorities, respectively, may be best adapted to secure the safety of lives and property, and promote the interest of said county, city, town, or township; and for that purpose the said authorities shall have power to do all such acts as may be necessary and proper to effectually carry out such contracts. And any such contracts made by any railroad company or companies as aforesaid with said authorities, or either of them, are hereby fully ratified and confirmed: *Provided*, That nothing in this proviso contained shall affect any contract made or hereafter to be made with any railroad company, from (for) apportioning the expenses of altering and adjusting the grades of existing railroads and intersecting streets in any city or borough, so as to dispense with grade crossings."[1]

"The Councils of every city shall prescribe by ordinance the number, duties, and compensation of the officers and employés of each branch, and no payment shall be made from the city treasury, or be in any way authorized, to any person, except to an officer or employé elected or appointed in pursuance of law; and no ordinance shall be passed except by a two-third vote of both Councils, and approved by the mayor, giving any extra compensation to any public officer, servant, employé, agent, or contractor after services shall have been rendered or contract made, nor providing for the payment of any claim against the city without previous authority of law; and any officer drawing any warrant, or passing any voucher for the same, or paying the same, shall be guilty of a misdemeanor, and on conviction thereof be punished by a fine not exceeding five thousand dollars and imprisonment not exceeding one year."[2]

Upon the resignation of any member of Select or Common Council, the president of the chamber, wherein such resignation shall be tendered, is authorized to direct the clerk to notify the sheriff of the county of Philadelphia of such resignation within one week after the same.

The City Councils shall, from time to time, exempt from the operation of any statute law, conferring on the Board of Health jurisdiction of the subject of nuisances, such portions of the territory under their jurisdiction, being a rural district or sparse in population, as in their opinion they can do with safety to the health and comfort of the inhabitants thereof, which exemption shall at all times be revocable by the like authority.

Any person who shall, directly or indirectly, offer, give, or promise any money or thing of value, testimonial, privilege, or personal advantage to any member of Councils to influence him in the performance of any of his public or official duties, shall be guilty of bribery, and be punished in such manner as that offense is by law punishable.

A member who has a personal or private interest in any measure or bill proposed or pending before Councils, shall disclose the fact to the branch of which he is a member, and shall not vote thereon. If such interested member shall vote without disclosing his interest in such measure or bill, and the same be carried by his vote, such member shall forfeit his office.

A member of Councils who shall solicit, demand, or receive, or consent to receive, directly or indirectly, for himself or for another, from any company, corporation, or person, any money, office, appointment, employment, testimonial, reward, thing of value or enjoyment, or of personal advantage, or promise thereof, for his vote or official influence, or for withholding the same, or with an understanding, expressed or implied, that his vote or official action shall be in any way influenced thereby, or who shall solicit or demand any such money or other advantage, matter, or thing aforesaid for another, as the consideration of his vote or official influence, or for withholding the same, or shall give or withhold his vote or influence, in consideration of the payment or promise of such money, advantage, matter, or thing to another, shall be held guilty of bribery, and shall, upon conviction thereof, be punished by fine not exceeding ten thousand dollars, and by separate and solitary confinement at labor for a period not exceeding five years, and shall be forever incapable of holding any place of profit or trust in the commonwealth of Pennsylvania.

LIST OF THE COMMON COUNCILMEN OF THE CITY OF PHILADELPHIA FROM 1701 TO 1777.[3]

The body corporate to consist of the mayor, recorder, eight aldermen, and twelve councilmen; the latter afterward increased.

1701.—*By City Charter.*—John Parsons, William Hudson, William Lee, Nehemiah Allen, Thomas Paschall, John Budd, Jr., Edward Smout, Samuel Buckley, James Atkinson, Pentecost Teague, Francis Cook, and Henry Badcocke.

1704.—Robert Yeildhall, Joseph Yard, Thomas Griffith, and John Redman, Sr.

1705.—Joshua Carpenter, Abraham Bickley, Thomas Bradford, and John Webb.

1707.—Samuel Hall and John McComb.

1708.—Henry Flower, Peter Stretch, David Griffine (or Giffing), and George Claypoole.

1711.—Owen Roberts.

1712.—Clement Plumsted, Gilbert Falconer, John Jones (Bolter), and Nathaniel Edgcomb.

1713.—Joseph Redman, John Warder, John Vanleer, George Claypoole, William Fishbourne, Thomas Wharton, and Benjamin Vining.

1715.—Anthony Morris, Jr., Daniel Radley, and Thomas Redman.

1716.—James Parrock, Samuel Carpenter, Richard Moore, and Charles Read.

1717.—Samuel Powel, Edwards Roberts, George Fitzwater, and Evan Owen.

1718.—Israel Pemberton, John Carpenter, John Cadwalader, Joseph Buckley, Thomas Griffitts, and Thomas Tresse.

1723.—Robert Ellis, George Calvert, and Edward Owen.

1724.—Ralph Assheton.

1727.—William Allen, Thomas Masters, Alexander Woodroppe, Andrew Bradford, Isaac Norris, Jr., and Henry Hodge.

[1] Act June 9, 1874, Sec. 1, P. L. 282.

[2] Act May 23, 1874, Sec. 5, P. L. 230.

[3] From John Hill Martin's "Bench and Bar of Philadelphia."

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1728.—Samuel Hasell and Thomas Chase.

1729.—Peter Lloyd, Samuel Powel, William Atwood, and Joseph Turner.

1730.—James Steel, George Emlen, Abram Taylor, George Mifflin, Samuel Powel, Jr., and John White.

1732.—Samuel Mickle, Edward Shippen, George House, John Dillwyn, Benjamin Shoemaker, Joseph England, James Bingham, and Joseph Paschal. Samuel Powel and Samuel Powel, Jr., re-elected.

1739.—William Till, Joshua Maddox, William Coleman, James Hamilton, William Plumsted, and Nathaniel Allen.

1741.—Robert Strettell, William Parsons, Andrew Hamilton, Samuel Rhoads, and Thomas Hopkinson.

1742.—Joseph Morris, Joseph Shippen, Joshua Emlen, Richard Nixon, Samuel Austin, and Isaac Jones.

1743.—William Logan, Charles Willing, Attwood Shute, and Septimus Robinson.

1745.—Alexander Graydon, John Inglis, Richard Stanley, William Shippen, Thomas Bond, and William Biddle.

1747.—John Mifflin, John Stamper, John Sober, Tench Francis, John Wilcocks, Samuel McCall, Jr., Phineas Bond, and John Sims.

1748.—Benjamin Franklin and Thomas Lawrence, Jr.

1751.—*Council increased by nine.*—Thomas Cadwalader, William Coxe, Lloyd Zachary, Charles Norris, John Redman, William Humphreys, Samuel Smith, Amos Strettell, and William Bingham.

1755.—Edward Shippen, Jr., Samuel Mifflin, Alexander Huston, John Wallace, Alexander Stedman, Andrew Elliot, Samuel Morris, Jacob Duché, Samuel Shoemaker, and Thomas Willing.

1757.—*Council increased eight more*—Henry Harrison, Daniel Benezet, Charles Stedman, William Rush, John Swift, Townsend White, William Vanderspiegel, and Joseph Wood.

1762.—John Allen, John Lawrence, Evan Morgan, John Gibson, and Redmond Conyngham.

1764.—James Tilghman and Archibald McCall.

1767.—Andrew Allen, Joshua Howell, James Allen, William Fisher, William Parr, Joseph Swift, John Wilcocks, and George Clymer.

1770.—Joseph Shippen, Jr., John Cadwalader, Samuel Powel, Alexander Wilcocks, Stephen Carmick, and Peter Chevalier.

1774.—John Potts, Samuel Meredith, James Biddle, Samuel Howell, Isaac Cox, and Thomas Barclay.

TOWN CLERKS,

WHO WERE ALSO CLERKS OF THE CITY COURT.

Robert Assheton, by city charter	Oct. 25, 1701
Ralph Assheton,[1] appointed	Aug. 10, 1716
Andrew Hamilton, appointed	Feb. 24, 1745
William Coleman, appointed	Sept. 18, 1747
Edward Shippen, Jr.,[2] appointed	May 27, 1758

PRESIDENTS OF THE SELECT COUNCIL OF THE CITY OF PHILADELPHIA,

Under Act of April 4, 1796, etc.

Francis Gurney, elected	Oct. 1796
Henry Pratt, elected	Oct. 1799
Robert Patterson, elected	Oct. 1802
Benjamin Say, elected	Oct. 1805
Robert Ralston, elected	Oct. 1806
James Milnor, elected	Oct. 1808
George Bartram, elected	Oct. 1809
Samuel W. Fisher, elected	Oct. 1811
Liberty Browne, elected	Oct. 1813
Robert Ritchie, elected	Oct. 1814
Robert Waln, elected	Oct. 1816
George Vaux, elected	Oct. 1819
Thomas Kittera, elected	Oct. 1824
John Morin Scott, elected	Dec. 1826
Joseph Reed Ingersoll, elected	Dec. 1832
William Morris Meredith, elected	Dec. 1834
William Morris, elected	Dec. 1849
John Price Wetherill, elected	Dec. 1852
Jacob E. Hagert, elected	Dec. 1853
John P. Verree, elected	June, 1854
George Mifflin Wharton, elected	May, 1856
Oliver Perry Cornman, elected	May, 1859
Theodore Cuyler, elected	May, 1860
James Lynd, elected	Jan. 1863
Joshua Spering, elected	Jan. 1867
William Strumburg Stokley, elected	Jan. 1868
Samuel W. Cattell, elected	Jan. 1870
William Edmund Littleton, elected	Jan. 1872
Robert W. Downing, elected	Jan. 1874
Dr. William W. Burnell, elected	July, 1875
George A. Smith, elected	Jan. 1876
George W. Bumm, elected	Nov. 1881
William B. Smith, elected	April, 1882

[1] "To take effect November 30, when he comes of age." In office till 1745.

[2] He held the office until the Revolution.

PRESIDENTS OF THE COMMON COUNCIL OF PHILADELPHIA.

From 1701 to 1796 the Mayors of the City were the Presidents of the Common Council.

1796. Samuel Hodgdon.	1840. Thomas S. Smith.
1797. Kearney Wharton.	1842. Samuel Norris.
1800. Robert Ralston.	1847. Thomas Snowden.
1801. Thomas Leiper.	1853. John Yarrow.
1805. Timothy Paxson.	1854. John H. Diehl.
1808. Thomas Leiper.	1855. William P. Hacker.
1810. Horace Binney.	1856. William C. Patterson.
1812. Thomas Leiper.	1857. John Miller.
1814. John Hallowell.	1858. Charles B. Trego.
1815. James S. Smith.	1862. Wilson Kerr.
1819. Joseph Worrell.	1864. Alexander J. Harper.
1820. James S. Smith.	1865. William S. Stokley.
1823. Joseph R. Ingersoll.	1867. Joseph F. Marcer.
1824. Aquila A. Browne.	1869. Louis Wagner.
1825. Joshua Percival.	1871. Henry Hubn.
1828. James M. Linnard.	1872. Louis Wagner.
1829. Joshua Percival.	1873. A. Wilson Henszey.
1830. James Page.	1876. Joseph L. Caven.
1832. Henry Troth.	1881. William Henry Lex.[3]
1836. William Rawle.	

CLERKS OF THE COMMON COUNCIL.

1789. Anthony Morris.	1829. Nathan R. Potts.
1792. Robert Henry Dunkin.	1830. George Fox.
1796. William H. Tod.	1833. Robert Hare, Jr.
1796. Edward Johnson Coale.	1836. Levi Hollingsworth.
1801. John L. Leib.	1843. Henry Helmuth.
1802. Joseph Scott.	1846. Thomas Birch, Jr.
1804. Samuel Holmes.	1852. Craig Biddle.
1810. Robert S. Greene.	1854. John M. Riley.
1812. Samuel Keemle.[4]	1856. John D. Miles.
1815. John Cole Lowber.	1858. William Francis Small.
1819. Samuel Rush.	1861. George F. Gordon.
1820. John Cole Lowber.	1862. Philip H. Lutts.
1827. Nathan R. Potts.	1864. William Francis Small.
1828. John Reynolds Vogdes.	1865. John Eckstein.

CLERKS OF THE SELECT COUNCIL.

1796. William H. Tod.	1849. Edmund Wilcox.
1801. Edward Johnson Coale.	1855. Joseph Wood, Jr.
1802. John L. Leib.	1856. Henry C. Leisenring.
1806. Thomas Bradford, Jr.	1859. J. Barclay Harding.
1830. Archibald Randall.	1862. Emanuel Rey.
1833. Joseph G. Clarkson.	1863. Henry C. Corfield.
1840. Joseph Coleman Fisher.	1864. Benjamin H. Haines.
1846. Henry Helmuth.	1873. Joseph H. Paist.

Ordinances.—No law shall be construed to impair the validity of an ordinance of the city of Philadelphia if the same is not recorded, and all ordinances heretofore passed, or which may hereafter be enacted, shall be valid and effectual, although the same may not have been, or may not be, recorded in the office of the recorder of deeds.

The Select and Common Councils have the power, by a two-thirds vote of each Council, to pass any bill, whatever its nature, which may have been returned by the mayor, without his signature.

Councils have full power and authority to make, ordain, constitute, and establish such and so many laws, ordinances, regulations, and constitutions as shall be necessary or convenient for the government and welfare of the said city, and the same to enforce, put in use and execution, by the proper officers, and

[3] All the other officers of both branches of the City Councils were re-elected on April 4, 1881, by acclamation.

[4] All the family now spell their name Keehmle.

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at their pleasure to revoke, alter, and make anew, as occasion may require, provided the same shall not be repugnant to the laws and constitution of the commonwealth of Pennsylvania.

For all breaches of the ordinances of the city of Philadelphia, where the penalty demanded is fifty dollars and upwards, actions of debt shall be brought in the corporate name of the city of Philadelphia.

No ordinance can be passed through Councils except by bill, and no bill shall be so altered or amended, on its passage through either branch of Councils, as to change its original purpose. No bill can be considered unless referred to a committee, returned therefrom, and printed for the use of the members, and no bill can be passed containing more than one subject, which shall be clearly expressed in its title. Every bill must be read at length in each branch, all amendments made thereto must be printed for the use of the members before the final vote is taken on the bill, and no bill can become a law upon the same day on which it was introduced or reported. On its final passage the vote is taken by yeas and nays, and the names of the persons voting for and against the same are entered in the journal, and a majority of the members elected to each branch are recorded thereon as voting in its favor. No amendment to bills by one branch must be concurred in by the other except by the vote of a majority of the members elected thereto, taken by yeas and nays, and the names of those voting for and against recorded upon the journal thereof, and reports of committees of conference must be adopted in either branch only by the vote of a majority of the members elected thereto, taken by yeas and nays, and the names of those voting recorded upon the journals.

Every legislative act of the Councils must be by resolution or ordinance; and every ordinance or resolution, except as hereinafter provided, shall, before it takes effect, be presented, duly engrossed and certified, to the mayor for his approval; and all ordinances, within five days after their passage, must be advertised in five daily and two Sunday newspapers, by the mayor.

Committees of Councils.—For the purpose of supervising the operations of the different departments, and of assisting Councils in the consideration of subjects brought before them, relating to the interests of the corporation, the following joint standing committees are appointed by the respective presidents annually on the organization of Councils:

I. Committee on Finance.
II. Committee on Department of Water-Works.
III. Committee on Department of Gas-Works.
IV. Committee on Department of Highways, Bridges, Sewers, and Culverts.
V. Committee on Department of City Property and Public Grounds.
VI. Committee on Department of Police.
VII. Committee on Department of Fire.
VIII. Committee on Department of Prisons.
IX. Committee on Department of Schools.
X. Committee on Surveys and Regulations.
XI. Committee on Railroads.
XII. Committee of three members from each chamber are appointed to compare bills and transmit the same to the mayor when found correct.
XIII. Committee on Department of Law.

The chairmen of the Committees on Finance, Gas-Works, Highways, Bridges, Sewers, and Culverts, Police, Fire, Schools—and to compare bills—must be members of Common Council, and the chairmen of the remaining committees must be members of the Select Council; but no member of either branch shall be chairman of more than one standing committee. They hold stated meetings for the transaction of business at such times as a majority of the committee may determine, and special meetings whenever the chairman or three members thereof may require.

The Committee on Finance has supervision over the departments of the city treasurer, the receiver of taxes, and the city controller. The Committees on the Department of the Water-Works, on the Department of the Gas-Works, and on the Department of Highways, Bridges, and Sewers, on the Department of City Property, on the Department of Police, on the Department of the County Prison, on the Department of Schools, on Surveys and Regulations, Railroads, to compare bills, and Department of Law, exercise a general supervision over said departments for the exposure and correction of evils and abuses. The Committee on the Department of City Property fix the sums for which the real estate in charge of that department shall be rented.

Matters relating to the markets are under the supervision of the Committee on Markets, and those relating to the wharves and landings under the supervision of the Committee on Wharves and Landings.

There is appointed by the respective presidents annually, on the organization of Councils, a standing committee on the cash account of the city treasurer. It is the duty of this committee to examine and compare his statements, and to report to both branches of Councils, at their first stated meeting after the second Monday in each month, a complete statement of moneys received during the preceding month by the city treasurer; stating the total amount received from each and every officer and department of the city of Philadelphia, and whether such statement from the city treasurer agrees with the statements received from the said officers and departments.

There is appointed a committee to supervise all the disbursements of the department of clerks of Councils, and all requisitions for stationery first receive the sanction of said committee; all bills for stationery and printing receive the indorsement of the committee before countersigned by the controller, and the chairman of said committee is appointed by Select Council.

The presidents of the Select and Common Councils appoint a joint committee, styled the committee on election divisions, to whom is referred the changing

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of all election divisions; also a committee on boiler inspection, and one on House of Correction.

The number of all standing committees consists of twelve from each chamber, and nine members thereof constitute a quorum.

Select and Common Councils each elect a clerk and an assistant, and the presidents each appoint a page, and there is also a transcribing clerk, whose duty is to engross the ordinances when passed by both branches.

Taxes and Taxation.—The system of assessment and collection of taxes in Philadelphia is executed by a Board of Revision, forty-two assessors, a receiver of taxes, and a collector of delinquent taxes.

The Court of Common Pleas of Philadelphia County, once in every three years, before the time of the revision of the taxes for the succeeding year, and as often as vacancies occur, appoint three persons deemed the most competent, who compose the Board of Revision of Taxes of the county, a majority of whom are a quorum, who have the power to revise and equalize the assessments, by raising or lowering the valuations, either in individual cases or by wards, to rectify all errors, to make valuations where they have been omitted, and to require the attendance of the assessors or other citizens before them for examination, on oath or affirmation, either singly or together, with power to forfeit the pay of assessors, ratable to their annual compensation, for each day's absence when their attendance is required; and the Board of Revision hear all the appeals and applications of the taxpayers, subject to an appeal from their decision to the Court of Common Pleas of the county, whose decision is final; and, if the appeal to the court be groundless, the appellants pay their costs of court. The Board of Revision hear the taxpayers of their respective wards in succession, of which notice is given; and the Board of Revision alone, or a majority of them, exercise all the powers vested in the County Board of Revision, but shall not, in any instance, lower the aggregate valuation of the county. They meet as often, but not oftener, than is necessary to dispatch the business which their duties require of them, and hold stated meetings on the first Saturday of each month.

The salary of each member of the Board of Revision of Taxes is four thousand dollars per annum.

The Board of Revision have and exercise all the powers heretofore by law conferred upon the commissioners of the city of Philadelphia, and the county commissioners of the different counties of the State, in relation to the assessors, and the assessment and collection of taxes within the city and county of Philadelphia, and the correction of all valuation and return therefor; and they issue the precepts to, and receive the returns of, the assessors, procure the assessment-books, and cause the duplicates to be made out and issued to the receiver of taxes, make the returns required by law to the State Revenue Board, and have the exclusive custody and control of all books relating to the assessment of taxes, and keep them arranged according to wards and dates; and also have the custody and control of the duplicates of surveys, when the same have been made by the department of surveys; they may issue certificates to show how property has been assessed, to be used with the same effect as the original books of assessment, as evidence in relation to the title of property; they report to Councils, through the mayor, the aggregate of the assessments, on or before the first day of November in each year.

The Board of Revision are authorized and empowered to issue their precept to the several assessors of the city and county of Philadelphia, in the year of the triennial assessment, and to the assessors of any ward or wards of said city in which they shall deem a new assessment necessary in any subsequent year other than the triennial year, requiring them to return the names of all taxable persons residing in their respective wards, and all property taxable by law, together with the just valuation of the same, and the said board have power to revise and equalize the assessments.

It is the duty of the Board of Revision, immediately after the annual assessment in each year, to classify the real estate so assessed in such a manner and upon testimony adduced before them as to discriminate between the rural and built-up portions of said city, and they are required to certify to the Councils of said city on or before the first day of November, in each year, the valuations of the built-up portions, the valuation of the rural or suburban property, and the valuation of lands exclusively used for agricultural and farming purposes respectively, and it is the duty of Councils, in determining the rate of taxation for each year, to assess a tax upon said agricultural and farmland equal to one-half of the highest rate of tax required to be assessed for said year, and upon the rural and suburban portion of said city, a tax not exceeding two-thirds of the highest rate of tax required to be assessed, as aforesaid, so that upon the real estate assessed there are three rates of taxation, and it is the duty of the assessors of said city to make assessments of property in conformity to the foregoing, and to designate the class in which such property should be rated.

The Board of Revision have power to affix the seal of the city of Philadelphia to all official certificates they may be authorized by law to issue, and they have authority, from time to time, as the public interests may require, to create additional assessors' districts and appoint additional assessors therein.

A copy of the tax duplicate for each year is filed in the office of the city controller, said copy of the duplicate is made out in form the same as for the department of the receiver of taxes; and it is the duty of said controller to post against each item on said duplicate the amount of taxes returned to him as received by the receiver of taxes; and it is also the duty of the receiver of taxes, whenever allowances are made from

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the assessed value of any property, to certify to the city controller the owner's name and locality of such property, and the amount of allowance, and by whom made, and no credit is given to the receiver of taxes for such allowances, unless such certificates be returned to the office of the said city controller.

It is the duty of the Board of Revision of Taxes, in preparing the duplicates and triplicates of the assessors' transcripts for the receiver of taxes and city controller, to give a definite description of all assessments, either by street numbers, as fixed by the proper department, or where such numbers do not exist, by measurement from a given point upon the city plan, and also indicate by feet and inches the frontage and depth thereof, and in rural districts the superficial area thereof.

The Board of Revision of Taxes prepare triplicate copies of the assessment of taxes in each ward, and deliver the same to the city controller at the same time that the duplicates are given to the receiver of taxes, and they also deliver monthly, on the first Monday in each month, to the city controller a certified schedule of the allowances made to each person, separately stated, with his or her name, location of property, and page of the duplicate; also, a correct account of all the divisions of properties made during each month.

It is the duty of the Board of Revision of Taxes, through the assessors of real estate, to rearrange and revise the numbers of houses whenever necessary, to furnish each owner or occupant of any house or property situate upon any street, lane, or alley of the city, a written copy of the correct number to which such house is entitled, and after such notices served, the said property is designated and known by such number in the books and accounts of the several departments; and each owner shall, within thirty days after such notice, cause a painted, carved, or cast number with the proper figures to be placed in a conspicuous place upon such house or property in a permanent and durable manner, and such owner shall, for every neglect in having said house or property numbered in the manner and within the time specified, forfeit and pay the sum of five dollars, recoverable as debts of like amount are recoverable by law, to be appropriated to the use of the city.

Upon the failure or neglect of any owner to comply with these requirements, it is the duty of the said assessors of real estate to notify any magistrate of such failure or neglect, and it is the duty of such magistrate to collect the said sum of five dollars for each and every offense, and pay the same over to the city treasurer, and make report to the city controller, under oath or affirmation.

The Board of Revision of Taxes, in making out the proper number of houses, is governed by the present system, that is, the initial or starting point is at Market Street and the river Delaware, respectively, allowing one hundred numbers to each square of three hundred and fifty or more feet in length, and commencing with an even hundred at the commencement of each square, and in all respects adhering to the decimal system of numeration; also, in all streets running in opposite directions, but not extending to the initial points, the same order of enumeration is observed as though such street did actually extend to such point. And in such parts of the city as it may be impracticable to accurately follow this system, the Board of Revision of Taxes arrange the numbering as nearly in accordance therewith as possible.

The Board of Revision, immediately after the election in each year, issue their precept to the assessors of the respective wards, requiring them to make out and return, within such time as the said Board of Revision shall designate, not later than the 1st day of September, following, a just and perfect list, in such form as the said board shall direct, of all taxable persons residing within their wards respectively, and all property taxable and exempt by law, with a just valuation of the same; and whenever the assessors of any ward cannot agree upon the valuation of any property, the member of the board senior in office acts as umpire and decides.

The books for assessment are furnished to the assessors by the 15th day of May in each year by the Board of Revision, and any assessor who shall not have completed and returned his assessment by the 15th day of August following, forfeits his compensation and surrenders his books, to be finished by the Board of Revision. It is the duty of the assessors to mark opposite all property used for agricultural purposes the word "rural," and on all property so returned there is assessed or collected but two-thirds the rate for city tax that is assessed on other real estate in the city: *Provided*, That any error in such return in this respect shall be corrected by the Board of Revision on appeal.

The assessors, at the time they make the assessments required by law, ascertain the dimensions or quantity of each lot or piece of ground assessed, and return the same with their assessment to the Board of Revision, and whenever the return shall not be sufficiently certain to enable the receiver of taxes properly to describe any lot or piece of ground against which he is about to proceed for the recovery of registered taxes, it is the duty of the surveyor of the district in which said lot or piece of ground is situated to furnish the said receiver with an accurate measurement thereof, together with a precise description of its locality.

It is the duty of the several assessors of the city to ascertain, by strict inquiry, the proper orthography of the name of each taxable person within his ward, the exact number of his place of residence, together with his present occupation, profession or business, and to state, plainly written, all such particulars in his assessment-list.

The assessors make a second return of the values

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of all new buildings which have been erected and not included in their previous return, on or before the first day of November in each year; and the assessors, or either of them, are authorized and empowered to administer an oath or affirmation to any person or persons required to make a statement of property taxable under the general or special laws of this commonwealth: *Provided*, That no fee be charged for the administration of such oath or affirmation.

The assessors in estimating real estate subject to ground-rent, where there is no provision made in ground-rent deeds that the lessee shall pay the taxes on the said ground-rents, estimate and assess for taxes, the said ground-rents to the owners thereof.

The pay of assessors is at the rate of two thousand dollars per annum, and their appointments are made so that there is a majority and minority representation of the political parties in each district, and no appointment or removal of assessor or assessors is made without the concurrence of all the members of the Board of Revision.

All taxes, rates, and levies, which are imposed or assessed, either in the city or county of Philadelphia, on real estate situate in said county and city is a lien on the same, together, also, with all additions to and charges on the said taxes, rates, and levies; and the lien has priority to, and must be fully paid and satisfied before, any recognizance, mortgage, judgment, debt, obligation, or responsibility which the said real estate may become charged with or liable to.

All churches, meeting-houses, or other regular places of stated worship, with the grounds thereto annexed necessary for the occupancy and enjoyment of the same; all burial-grounds not used or held for private or corporate profit; all hospitals, universities, colleges, seminaries, academies, associations, and institutions of learning, benevolence, or charity, with the grounds thereto annexed and necessary for the occupancy and the enjoyment of the same, founded, endowed, and maintained by public or private charity; and all school-houses belonging to any county, borough, or school district, with the grounds thereto annexed and necessary for the occupancy and enjoyment of the same; and all court-houses and jails, with the grounds thereto annexed, are exempted from all and every county, city, borough, bounty, road, school, and poor tax: *Provided*, That all property, real or personal, other than that which is in actual use and occupation for the purposes aforesaid, and from which any income or revenue is derived, is subject to taxation, except where exempted by law for State purposes.

No portion of the real estate of any religious, charitable, or benevolent association or institution in the city of Philadelphia, which is used for business purposes, shall be exempt from municipal or State tax by reason of any act of Assembly exempting the real estate or property of said religious, charitable, or benevolent association or institution.

All lands inclosed as burial-grounds and cemeteries, and used for the interment of the dead, and for no other purpose, together with the buildings and improvements thereon, owned by churches, corporations, or associations, are exempt from all taxation for municipal or county puposes.

Councils cannot impose taxes upon rural portions of the city for police and watchmen, for lighting and paving and cleaning streets, but shall make an allowance of at least one-third of the whole city tax in favor of such section.

The City Councils fix the rate and levy all the taxes authorized by law within the limits of the city and county, except the State tax, and direct the amount to be applied and paid by the city treasurer to health, school, poor, city, and other purposes, according to law. The taxes are voted so as to show how much is raised for said objects respectively; they are collected and accounted for to the treasurer as one city and county tax. The said tax and all State taxes accruing within the city limits, are paid to the receiver of taxes, and all allowance made by law for the collection and prompt payment of the State tax accrue to the city treasury for the use of the city: *Provided*, That the City Councils discriminate in laying the city taxes as not to impose upon the rural portions those expenses which belong exclusively to the built-up portions of the city; for which purpose the assessors distinguish in their returns what properties are within agricultural or rural sections, not having the benefit of lighting, watching, and other expenditures for purposes exclusively belonging to built-up portions of the city; and all land within said agricultural or rural districts, used for the purpose of cultivation or farming, is assessed as farm land.

All meadow, or marsh, or meadow land situate in the Twenty-fourth Ward, and assessed as marsh or meadow land, and paying besides the usual city taxes, a further tax for keeping up and in repair the banks on said lands, is only liable to pay one-half the rate of tax levied on real estate in said city for city purposes.[1]

The offices, depots, car-houses, and other real property of railroad corporations situated in the city, the superstructure of the road and water-stations only excepted, are subject to taxation, by ordinances, for city purposes.

If Councils, before or on the second stated meeting in December in each and every year, fail to levy and fix the rate of taxes for the ensuing year, the tax-rate of the preceding year is continued as the rate for the ensuing year.

Upon all taxes paid on or before the 31st of August a discount at the rate of one per cent. per annum is allowed. If paid after the 31st day of August, and on or before the 15th day of September, an addition

[1] This act was extended to the First Ward by act of April 8, 1859, P. L., 410.

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or penalty of one-half of one per cent. is added. If paid after the 15th day of September, and on or before the 1st day of October, there is an addition or penalty of one per cent. If paid after the 1st day of October, and on or before the 15th day of October, there is an addition or penalty of one and one-half per cent. If paid after the 15th day of October, and on or before the 1st day of November, there is an addition or penalty of two per cent. If paid after the 1st day of November, and on or before the 15th day of November, there is an addition or penalty of two and one-half per cent. If paid after the 15th day of November, and on or before the 1st day of December, there is an addition or penalty of three per cent. If paid after the 1st day of December, and on or before the 15th day of December, there is an addition or penalty of three and one-half per cent. If paid after the 15th day of December, and on or before the 1st day of January, there is an addition or penalty of four per cent. If paid after the 1st day of January, and on or before the 15th day of January, there is an addition or penalty of four and one-half per cent.; and upon all taxes remaining unpaid after the 15th day of January, there is an addition or penalty of five per cent. added to and made payable upon the same. And it is the duty of the receiver of taxes to display from day to day, in large figures, and in a conspicuous place in the tax-office, the amount of discount or penalty fixed by ordinance.

No receipt for taxes is valid or binding upon the city unless the payment be made to the cashier, during business hours, at the office of the receiver of taxes, in conformity with the regulations of the department for the safe collection of taxes.

Every person or persons owning and possessing one dog shall pay a tax of twenty-five cents for it, and for every second dog kept about the same house one dollar, and for every additional dog two dollars.

All taxes unpaid on the 1st day of January, after the year for which they were assessed, bear interest until paid, besides the commissions thereon for collection.

The charge for advertising delinquent taxpayers of the city of Philadelphia shall not exceed fifteen cents for all advertising of each name in any one ward, which is payable by the person or persons liable for the tax, nor shall the same be inserted in more than two newspapers; and if the name of any person shall be so advertised after having paid their tax the receiver shall pay the expenses thereof.

Sales for taxes may be made at any of the regular sales by the sheriff of the county and of the city and county of Philadelphia.

For the purpose of creating a sinking fund for the gradual extinguishment of the bonds and funded debt of the city, the Councils annually (until payment of the bonds and funded debt be fully provided for) levy and collect, in addition to the other taxes of said corporation, a tax of not less than one-fourth of one mill, and not exceeding three mills, upon the assessed value of the taxable property of said city, called the sinking fund tax, which is paid into the city treasury, and applied toward the extinguishment of said bonds and funded debt in the order of the date of issue thereof, and to no other purpose whatever; and said bonds, when purchased, are conspicuously stamped to show that they were purchased for the sinking fund of said city, and the interest on said bonds is collected and used in like manner with the taxes collected for said sinking fund.

The qualified voters of the city elect one person, who is denominated receiver of taxes, to serve for three years. He gives bonds, and is sworn or affirmed to perform his duty. He collects and receives all taxes and public assessments payable and receivable within the limits of the city. It is the duty of the Board of Revision to place the duplicate lists of taxes in the possession of the receiver of taxes as early as practicable in the year for which the taxes are assessed, and when he receives them he causes his clerks to make out bills against the taxpayers.

The receiver of taxes, on the first Mondays of October, November, and December, gives general notice to all taxpayers, three times in three newspapers, to pay the taxes then due; and if not paid before the 1st day of the following January, interest will be charged thereon, and the names of all delinquent taxpayers will then be published according to law, and the names of the delinquent taxpayers, when published, are alphabetically arranged for the several wards.

The receiver of taxes of the city collects and daily pays into the city treasury all State taxes by him collected. The city pays over all State taxes collected and paid into the city treasury before the 25th day of July in each year, and receives therefor the five per cent. allowed by law, and one per cent. for the commission of collection, but no allowance for the then uncollected State tax, unless the city advance the same by the said date, in which case the city may borrow the amount of such residue of the current year's State tax: *Provided*, That the loans therefor be all payable within the year, and the whole of the State taxes for the year for which they accrued shall be paid into the State treasury by the 25th of January next thereafter. The city allows the taxpayers for the State tax five per cent. on all sums paid before the 25th of July of the year when due, and nothing if paid thereafter.

The receiver of taxes of the city is charged by the city controller with the amount of the duplicates for each ward placed in his hands by the Board of Revision for State and city taxes, and in the month of January, annually, the receiver, in books to be called "the register of unpaid taxes on real estate," registers all unpaid taxes (except occupation taxes) of the preceding year, and the said taxes are a lien on all real estate. The city controller, immediately

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after the expiration of the term of office of the receiver of taxes, audits his accounts and makes allowance for uncollected taxes, and all real estate sold by order of the Orphans' Court, if returned to and confirmed by the said court, is certified to the receiver of taxes by the prothonotary of said court, and all real estate sold by order of the Court of Common Pleas, or any other court (except sold by the sheriff), if returned to said court or courts, and confirmed by said court or courts, is certified to the receiver of taxes by the prothonotary of said court.

The receiver of taxes is authorized to refund all State and city taxes that may have been paid to and collected by him on duplicate and erroneous assessments to the person or persons who may have so erroneously paid the same; all amounts to be refunded out of the taxes collected in the respective wards and in the respective years in which said errors occurred: *Provided, however*, That proper vouchers of allowance of such errors by the Board of Revision be furnished to the said receiver of taxes: *And provided further*, That the lien of the taxes on the real estate wrongfully paid has not been discharged by a judicial sale or otherwise.

The receiver of taxes gives bond to the city of Philadelphia, with sureties which shall be approved by the Select and Common Councils in the sum of forty thousand dollars, conditioned for the faithful performance of the duties of his office. He is sworn or affirmed by the mayor that he will honestly keep and account for all public moneys and property intrusted to his care, and to faithfully perform the duties of his office. He collects and receives all taxes and public assessments payable and receivable within the limits of the city. He renders each day to the city controller an account, under oath or affirmation, administered by the controller, of each item of his receipts, and all fees, and daily pays the same into the city treasury.

On the first day of each month the receiver of taxes certifies under oath to the city controller the amount received by him from the sheriff of the county for all taxes and costs due, or claimed as due, upon any property sold by the sheriff, the name of each case, the amount received in each case during the preceding month; and the receiver of taxes, in making payment to the city treasurer, specifies separately the amounts paid to the treasurer on account of the sums received from the sheriff by him.

It is the duty of the city controller to examine the said list or lists so furnished by the receiver of taxes, and also the dockets of the sheriff and the books of the receiver of taxes, and the city controller sends to the second stated meeting in each month of Councils a copy of the list or lists so furnished by the receiver of taxes (he retaining the original list or lists, and filing the same in his office), and he certifies at the foot of the list that he has personally examined the docket of the sheriff and the books of the receiver aforesaid, and that he has compared the same with the list or lists, and that he has found them correct, or otherwise, as he finds the same to be.

The city treasurer keeps a book in which he enters the amounts received by him from the receiver of taxes on account of the sums collected from the sheriff of the county.

The receiver of taxes appoints one deputy receiver of taxes, at a salary of $2000 per annum; one cashier, at a salary of $2500 per annum; one chief clerk, at a salary of $2000 per annum; one discount clerk, at a salary of $1500 per annum; eight bill clerks, at a salary of $1000 per annum; four registering clerks, at a salary of $1000 per annum; one judicial sales clerk, at a salary of $1000 per annum; one chief search clerk, at a salary of $1200 per annum; four assistant search clerks, at a salary of $1000 per annum; one messenger, at a salary of $1000 per annum; one watchman, at a salary of $600 per annum; and one janitor, at a salary of $600 per annum.

The judicial sales clerk makes daily returns to the receiver of taxes of all taxes collected through sheriff's sales, or other judicial sales, and the receiver of taxes makes daily reports in duplicate of all such collections, which he files with the controller and city treasurer, and he also keeps at the office of the sheriff a detailed account of such receipts, subject to public inspection.

The receiver of taxes keeps a detailed daily account, by wards, of all receipts for State or municipal taxes, subject to public inspection.

It is the further duty of said receiver to prepare blank poll-tax receipts in books containing two hundred thereof, which are impressed with the seal of the city of Philadelphia, by the mayor, which said books are issued to the collectors of poll-tax from time to time, as required, and the stub of each receipt is, on the 29th day before every election, returned to the receiver of taxes, and safely kept by him as part of the records of his office. And on or before the 20th day preceding such election the said receiver transmits to the city controller a statement showing the amount of poll-tax collected, together with the full names of the persons paying the same by divisions and wards, also the names of all defaulting collectors of poll-tax, if any, with the amount of such default, and the last-mentioned statement he also furnishes to the city solicitor for collection and for prosecution of the offender.

Poll-tax collectors for each ward, in numbers not exceeding the representation in Common Council, are appointed by the receiver of taxes, and they receive as compensation twenty per cent. of the gross receipts, provided they make return of all moneys collected.

The receiver of taxes is authorized to receive on account of taxes due, one-half the amount of the same at one time, and the other half at another.

The said receiver of taxes shall, on or before the

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15th day of January in each and every year, have prepared a registry of all outstanding or delinquent taxes of the previous year due and owing, and shall immediately proceed upon all such delinquent taxes, rates, and levies for the collection thereof, and to collect the same, by distraint or otherwise, either out of the personal property on the premises, or the personal or real estate of the delinquent owner wherever the same may be found, whether in his own possession, or in that of any trustee or other person for him, or in the possession of his executors, administrators, or legal representatives.

The receiver of taxes is authorized to levy upon and sell any goods, chattels, or personal property found on any premises on which taxes are delinquent, or upon the goods, chattels, or personal property of the owner of said premises, wherever the same may be found, whether in his own possession or in that of any trustee or other person for him, or in the possession of his executors, administrators, or legal representatives: *Provided*, That there shall have been served on such owner or tenant, or other person in whose hands or possession such goods, chattels, or personal property may be, a printed or written notice demanding payment of the taxes, costs, and charges thereon, within thirty days of the date thereof, stating that if said payment be not made within said time the same would be enforced by levy and sale of such goods, chattels, and personal property: *Provided, further*, That any executor, administrator, trustee, or legal representative of any estate, or other person who shall pay any such taxes, costs, and charges due upon any such estate, may defalk the amount paid by him or them out of any moneys in his or their hands, or from any revenue received thereafter from or belonging to said estate: *And provided, further*, That when goods, chattels, or personal property of any tenant shall have been levied upon, the collector is authorized and empowered to collect from said tenant, and when the amount of tax exceeds the amount of rent due, then only the amount of rent then due, but the lien of the levy shall remain upon said goods during the occupancy of said premises by said tenant, and all rents after accruing shall be applied to the extinguishment of said taxes, until the tax, charges, and costs shall have been fully paid. The amount collected by said receiver is a lawful deduction from the rent due or may thereafter become due; and in the event of the refusal of any landlord to allow of said deduction to said tenant on account of rent, and shall refuse to accept the receipt of said receiver in lieu thereof, then it shall be the duty of the city solicitor to defend the said tenant in any action brought by the said landlord or his agent for the recovery of said rent from said tenant, the costs and expenses thereof to be paid by the collector of delinquent taxes: *Provided, further*, That in no case shall any tenant or tenants be compelled to pay the said tax, costs, and charges, or any portion thereof, until the said rent shall have become due and payable; neither shall said receiver follow said tenant's goods, chattels, or personal property to any other premises upon a previous levy, upon a change of residence of said tenants, or a *bona fide* removal of said goods, in the ordinary course of business.

In all cases where the receiver shall deem it advisable to proceed against the real estate of such delinquent owner, whether by action or by lien, and the said premises shall be exposed to sheriff's sale, if an amount shall not be bid sufficient to cover the amount of all taxes due, with all the costs, charges, and expenses due thereon, together with all costs and expenses incident to said sale and the judgment under which the same is made, the receiver of taxes has full power and authority, in his discretion, either to stay the said sale, or to purchase the property in the name and behalf of the city, and take title thereto.

All sales made in suits instituted by such receiver or under his direction, on a judgment regularly obtained invests in the purchaser a good and sufficient title to the premises sold, subject to the right of the delinquent owner to redeem the same, which is limited to two years from the date of the acknowledgment of the sheriff's deed therefor, upon his payment to the purchaser of the amount bidden at such sale, with ten per cent. thereon, and all costs, charges, and expenses.

The said receiver of taxes appoints such number of clerks and deputies as may be fixed by the Councils, removable at his pleasure; and the deputies have all the powers to collect and proceed for such delinquent taxes as the receiver has, and they make weekly returns, and pay over to the receiver weekly all sums of money for delinquent taxes, interest, penalties, and costs collected by them.

The said receiver of taxes is allowed a commission of one per cent. on all moneys collected by him or his deputies as delinquent tax.

John Hunter,[1] the present receiver of taxes, was born on the 15th of April, 1825, in Belfast, Ireland. When but two years of age he was brought to America by his parents, who settled in that portion of Philadelphia County, now known as West Philadelphia. The father engaged in the business of printing calico and other cotton goods. When quite a lad, John Hunter entered the establishment of his father, and, beginning at the foundation, familiarized himself with the various details of the business. The father having died while the son was but a young man, the latter, in conjunction with his brother James, assumed full charge of the mill, and succeeded in placing the business upon a substantial foundation. And ever since the house of James and John Hunter has enjoyed a national reputation for upright dealing.

[1] This sketch of Mr. Hunter was contributed by F. W. Leach.

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Although a practical and industrious business man, he is, withal, of modest demeanor, and possessed of but slight inclination for public life, and his entrance into the field of politics, early in 1877, was rather from the force of circumstances than from choice. In January, of that year, he was asked by a number of prominent residents of the Twenty-fourth Ward to permit the use of his name as a Republican candidate for common councilman. So reluctant was he to accede to their request that he suggested a neighbor as a more suitable candidate, going so far as to offer to pay the latter's campaign expenses. Despite his protestations, the convention nominated him for the office. Before the body adjourned, however, a certain element in the convention, being animated by outside influences antagonistic to Mr. Hunter's known ideas of honest and efficient municipal government, caused his nomination to be reconsidered, on the plea that he had declined to subscribe to a pledge that he would abide by the decision of the delegates, no matter what it might be. In this emergency the man's determination of character asserted itself, and he immediately began a vigorous warfare against his opponents. Having announced himself as an independent candidate, he was subsequently indorsed by the Democratic party. At the election which ensued on the 20th of the February following, Mr. Hunter received 3014 votes, 2788 ballots having been cast for his opponent.

Mr. Hunter's course in the Common Council during his term of service was of such an aggressive character as to keep alive the antagonism of those who had fought so bitterly to prevent his success in 1877, and these same opponents, in 1880, decreed his defeat for re-election. New tactics, however, were resorted to. Again had Mr. Hunter declined to comply with the rule requiring a written pledge to the nominating convention that he would not become an independent candidate, but this refusal was overlooked, and a forged document supplied its place. On the night before election Mr. Hunter's enemies pretended to have suddenly discovered this fraud, and omitting his name from the regular ward ticket, supplanted it with that of a new candidate named by the Ward Committee. But the friends of Mr. Hunter had anticipated all this, and, to the chagrin of his opponents, his tickets were found next morning at every polling place in the ward, and he was again elected, receiving this time 2848 votes to 1715 cast for his opponent.

During his second term in the Common Council, Mr. Hunter was even more aggressive in the cause of good government than in his previous service, turning his attention especially to the exposing of certain defects and evidences of wrong-doing in the water and gas departments. For a portion of this second term, also, he served as chairman of the Finance Committee, the most important of the Councilmanic Committees.

In December, 1880, Mr. Hunter was placed in the field for the office of receiver of taxes by the Citizens' Committee of One Hundred, which organization had just inaugurated its career of reform effort and investigation. He was subsequently nominated by the Democratic Convention. His opponent before the people was George G. Pierie, who was the nominee of the Republican party. The campaign was a vigorous one, and much enthusiasm was awakened. The result was the polling, in February, 1881, of a very heavy vote for a municipal contest, the figures being,—Hunter, 88,934; Pierie, 62,348.

Mr. Hunter's conduct of the tax-office during his three years' term of service was characterized by a general stopping of official and clerical leaks in the administration of the affairs of the department. Taxes were collected with greater promptness, and at less expense to the tax-payer, and efficiency and honesty took the place of carelessness and malfeasance.

When the Republican Convention to nominate a candidate for receiver of taxes for the term beginning in April, 1884, met in January of that year, Mr. Hunter's name was placed before it for a renomination. Three ballots were taken before a final result was reached, the outcome being the selection of George G. Pierie, Mr. Hunter's opponent of three years previous. Mr. Hunter's defeat in the convention awakened a storm of condemnation throughout the city, on the part of the press as well as among the people. Finally, on the 22d of January, Mr. Pierie withdrew from the field, and on the 23d the Republican Convention was reconvened, and Mr. Hunter was placed upon the ticket, with, practically, no dissenting voice. On the following day the Democratic Convention met, and Mr. Hunter was nominated by it also, so that, virtually, he had no opposition when the election was held. On the 19th of February, 1884, he was re-elected, and is now serving his second term as receiver of taxes.

In his report for the year ending Dec. 31, 1882, Mr. Hunter gives the following statement of the collection of taxes for that year:

The total amount of the city tax assessment for the year was		$10,118,338.05	
Additions during the year		3,650.04	
		$10,082,455.36	
Allowances by Board of Revision		39,532.73	
			$10,082,455.36
Amount of city tax collected		$9,406,362.13	
Discount allowed	$43,644.96		
Penalty added	42,429.43		
Net discount		1,215.53	
Net amount city tax collected			9,405,146.60
Cash paid city treasurer. Proceeds from sale of poll-tax receipts, February election		1,422.00	
Ditto, November election		38,645.20	
			40,067.20
Cash paid city treasurer. Amount of search fees from Oct. 1, 1881, to Oct. 1, 1882			3,850.55
Amount of State tax collected during the year			208,512.68
Total amount paid to city treasurer			9,657,577.03
Amount of city tax delinquent (on which penalties are to be added)			676,093.23

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John Hunter

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STATEMENT OF THE REAL AND PERSONAL PROPERTY IN THE CITY OF PHILADELPHIA FOR THE YEAR 1883.

Wards.	Real Estate—City Rate.	Real Estate—Suburban Rate.	Real Estate—Farm Rate.	Total Real Estate Taxable.	Household Furniture.	Horses.	Cattle.	Pleasure Carriages.	Carriages to hire.	Money at Interest.	Gold Watches.	Silver Watches.	Other Watches.
1	$14,054,575	$856,820	$675,125	$15,586,520	$15,550	$60,430	$2,700	$5,515	$1,920	$122,900	$78	$1	...
2	10,971,675	.....	.....	10,971,675	9,150	38,585	.....	1,750	1,700	57,800	56	5	...
3	6,635,375	.....	.....	6,635,375	11,500	4,500	.....	650	550	46,950	49	1	..
4	7,605,800	.....	.....	7,605,800	11,400	10,365	.....	1,125	5,450	63,500	52	1	...
5	24,518,456	.....	.....	24,518,456	37,600	15,185	.....	1,375	2,100	1,797,601	89	4	.
6	37,201,833	.....	.....	37,201,833	36,900	11,670	.....	600	700	10,923,293	24	..	...
7	19,672,125	.....	.....	19,672,125	695,740	74,156	.....	50,600	3,900	4,612,604	1,287	25	$1
8	41,977,400	.....	.....	41,977,400	1,113,500	128,551	.....	120,500	10,100	16,000,246	1,654	25	4
9	35,350,269	.....	.....	35,350,269	305,423	85,930	.....	29,275	11,420	2,561,442	594	11	3
10	21,273,388	.....	.....	21,273,388	402,000	65,147	.....	38,580	6,000	2,976,506	969	17	1
11	9,666,411	.....	.....	9,666,411	8,300	25,820	.....	2,435	.....	.....	24	2	..
12	8,399,250	.....	.....	8,399,250	127,065	40,410	.....	13,500	4,150	510,118	374	5	.
13	12,996,000	.....	.....	12,996,000	172,000	32,965	.....	15,890	3,550	1,477,731	615	20	1
14	13,788,000	.....	.....	13,788,000	120,250	35,000	.....	8,350	5,275	430,418	441	16	...
15	31,673,690	.....	.....	31,673,690	601,685	166,895	.....	63,985	4,565	1,526,949	1,612	22	1
16	7,715,350	.....	.....	7,715,350	34,900	30,985	.....	3,275	4,600	134,300	98	2	...
17	6,893,200	.....	.....	6,893,200	6,750	28,800	.....	1,825	2,700	14,350	46	5	2
18	10,666,550	.....	.....	10,666,550	13,050	65,718	.....	3,240	4,945	138,945	73	10	..
19	18,155,150	.....	.....	18,155,150	17,275	83,375	350	16,405	5,400	19,037	62	11	1
20	26,174,700	.....	.....	26,174,700	307,700	103,090	.....	35,655	15,865	532,200	1,221	24	2
21	3,755,530	3,357,845	1,043,175	8,156,550	27,900	51,080	13,750	15,180	600	279,291	163		...
22	10,084,375	10,156,982	3,181,950	23,423,307	467,400	162,900	36,315	95,365	7,075	2,251,668	1,278	33	1
23	4,731,125	4,008,280	4,565,700	13,305,105	46,250	130,225	39,525	13,050	2,600	341,892	147	...	...
24	21,645,100	4,863,060	1,766,050	28,274,210	160,200	165,400	7,600	18,800	2,500	1,042,650	674	12	...
25	9,267,900	4,193,070	2,398,810	15,959,780	6,450	45,600	9,050	3,810	.....	25,500	28	...	...
26	12,035,671	1,398,215	1,987,495	15,421,781	2,450	68,999	1,750	2,385	1,300	34,175	65	2	...
27	14,969,400	3,025,635	2,238,760	20,233,795	324,510	89,035	17,150	15,575	4,700	739,337	816	32	...
28	17,175,925	5,264,300	1,192,700	23,632,925	186,462	212,973	9,550	30,230	500	501,177	903	38	2
29	26,515,000	323,100	.....	26,838,100	380,980	139,635	1,500	36,570	4,700	635,800	1,074	25	...
30	11,506,950	.....	.....	11,506,950	13,400	30,050	.....	1,250	1,100	1,935	62	8	..
31	10,642,450	.....	.....	10,642,450	11,400	112,400	.....	6,550	1,450	67,500	89	9	..
Totals	$506,188,463	$37,447,307	$19,051,765	$562,687,555	$5,698,280	$2,304,965	$139,250	$453,205	$119,205	$49,571,325	$14,045	$166	$19

The following table shows the assessment of real and personal property in the city of Philadelphia subject to taxation for municipal purposes, from 1867 to 1884, inclusive, with the tax-rate for each year:

Years.	Real Estate.	Furniture, Horses, and Carriages.	Total.	Tax-rate per $100.
1867	$160,350,666	$3,737,685	$164,088,451	$1.00
1868	445,573,317	7,954,169	453,517,486	1.40
1869	454,196,370	7,862,257	462,058,627	1.80
1870	471,600,265	8,176,378	479,776,643	1.80
1871	491,844,096	8,592,786	500,436,882	1.80
1872	502,415,863	8,608,819	511,024,682	2.08
1873	518,234,568	8,930,700	527,165,268	1.15
1874	539,003,602	9,239,933	548,243,535	2.20
1875	565,819,095	9,464,873	575,283,968	2.15
1876	585,408,705	10,004,673	595,413,378	2.15
1877	493,313,532	9,755,000	603,068,532	2 25
1878	577,548,328	9,439,769	586,988,097	2.15
1879	526,539,972	8,069,892	534,609,964	2.05
1880	529,169,382	7,498,452	536,667,834	2.00
1881	535,805,744	7,863,385	543,669,129	1.95
1882	545,608,579	8,166,650	553,775,229	1.90
1883	562,687,555	8,795,700	571,483,255	1.85
1884	513,728,105	9,884,578	583,612,683	1.85

RECEIVERS OF TAXES.

By the act of Feb. 2, 1854, the County treasurer was appointed receiver until the first election, which was held on the first Tuesday in May, 1856.

John M. Coleman, by act of.....Feb. 2, 1854
Peter Armbruster, elected.....May 6, 1856
Armstrong I. Flomerfelt, elected.....May 4, 1858
William P. Hamm, elected.....May 1, 1860
James C. Keith, elected.....Oct. 14, 1862
Charles O'Neill, elected.....Oct. 12, 1864
Richard Peltz, elected.....Oct. 9, 1866
John M. Melloy, elected.....Oct. 13, 1868
Richard Peltz,[1] in office.....Feb. 14, 1870
Robert H. Beatty, elected.....Oct. 11, 1870
Thomas J. Smith, elected.....Oct. 13, 1874
Albert C. Roberts, elected.....Oct. 10, 1876
John Hunter, elected.....Feb. 15, 1881

COLLECTORS OF DELINQUENT TAXES FOR PHILADELPHIA.

Office established by act of March 24, 1870.

John L. Hill, appointed.....1870 to 1873
Henry Bumm, appointed.....1873 to 1876
William J. Donohugh, appointed.....1876 to 1882
Henry B. Tener,[2] appointed.....July 20, 1881

BOARD OF REVISION OF TAXES.[3]

Established by the act of March 14, 1865, term three years. The board to consist of two persons and the senior city commissioner; the senior in 1865 was John Given; the second year, 1866, Philip Hamilton, and the third, Thomas Dixey, whose term expired by act of Feb. 2, 1867, and was succeeded by Samuel Haworth. By act of Feb. 2, 1867, an additional person, instead of the senior city commissioner, all three to be appointed by the judges of the Court of Common Pleas. The members of the board are as follows:

John Given, by the act.....March 14, 1865
William Loughlin, appointed.....May 6, 1865
Andrew Dox Cash, appointed.....May 6, 1865
Thomas Cochran, vice Cash.....Oct. 30, 1865
Philip Hamilton, commissioned.....—— — 1866
Thomas Dixey, commissioned.....—— — 1866–67
Samuel Haworth, under act of.....Feb. 2, 1867

[1] A decree of the Court of Common Pleas, of Oct. 16, 1869, declared Samuel P. Hancock elected city controller; Thomas J. Worrell, city solicitor; Richard Peltz, receiver of taxes; Alexander McCuen, city commissioner; Charles Gibbons, district attorney; and Richard Donegan, prothonotary of the Common Pleas. And on *certiorari* to the Supreme Court, the decision of the lower court was affirmed on Feb. 14, 1870.

[2] The act of Feb. 14, 1881, consolidated the offices of receiver of taxes and collector of delinquent taxes. Mr. Hunter appointed Tener on July 20, 1881, and the appointment was approved by the mayor and Councils on Jan. 3, 1882, but Donohugh said his appointment dated from April 7, 1879, for three years, and he refused to vacate until April 7, 1882.

[3] From John Hill Martin's "Bench and Bar of Philadelphia."

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James Howard Castle,[1] appointed.....Jan. 1, 1877
George Walter Fairman,[1] appointed.....March 30, 1878
Chief Clerk, James Wesley Sayre, appointed.Nov. 1, 1866

City Treasurer.—The qualified voters of the city elect a city treasurer to serve for three years, from the first day of January next succeeding such election. He shall give bond to the city, conditioned for the faithful performance of his duty, in such amount as the City Councils shall direct, and shall, before he enters upon his office, take and subscribe an oath or affirmation, honestly to keep an account of all public moneys and property intrusted to his care; and if such treasurer shall knowingly violate such oath he shall be deemed guilty of perjury, and on conviction thereof in the proper court be sentenced to undergo solitary imprisonment at hard labor in the Eastern Penitentiary for the term of not less than one nor more than ten years. Any vacancy in said office shall be filled by the City Councils by *viva voce* vote in joint meeting. No money shall be drawn from the treasury of the city, except the same shall have been previously appropriated by Councils to the purpose for which it is drawn. The accounts to be kept by the said city treasurer shall exhibit all the receipts and all the expenditures of the city in an intelligible manner, in the form of accounts current, in which the particulars of each item of charge and discharge shall fully and precisely appear. Any citizen may, on the payment of a fee of twelve and a half cents, to be paid to the city treasurer for the use of the city, inspect the said accounts; and for a further fee of fifty cents and one cent per line of ten words, to be paid for the use of the city, the treasurer shall, on request of any citizen, furnish a transcript of any part thereof. It shall be the duty of the Councils of the city to provide, and said treasurer to pay into the treasury of the State, the amount of the State tax assessed within the limits of the city, deducting all allowances made by law; and said treasurer elected as aforesaid shall, before he enters upon the office, give bond with sureties to be approved by the judges of the Court of Common Pleas of Philadelphia County, in such sum as they shall direct, conditioned for the safe keeping of and accounting for all moneys received by him for the use of the State. The said treasurer shall keep the public moneys in such place and manner as the City Councils shall direct, and shall verify his cash account at least once every week to the satisfaction of a standing committee of Council; and upon the affidavit of a majority of such committee of any default therein, the said treasurer shall be suspended from office until the further action of Councils; and the Court of Common Pleas of Philadelphia County shall, upon said affidavit and cause shown, forthwith issue a writ of sequestration to the sheriff of the county against such defaulter for the amount of such default, to be levied on all his property, estate, and effects in favor of said city, which writ shall be a lien thereon from the issuing thereof, with a clause of attachment contained therein, directing the sheriff to arrest the body of such defaulter to answer the said charge on a day certain, on which day the said court shall inquire of the premises and enter judgment thereon as may be just, or in their discretion award an issue to try the disputed facts; and if the said court upon such hearing shall be satisfied that there is probable cause to believe that such treasurer has committed the crime of perjury, it shall be their duty to commit him for trial at the next Court of Quarter Sessions of said county.

The treasurer of the city of Philadelphia shall, on the first Monday of July, and quarterly thereafter, or oftener, if required by the State treasurer, pay into the treasury, or such place of deposit as said State treasurer shall designate, to the credit of the commonwealth, the whole amount of money received during the period preceding said payments; and shall furnish to the State treasurer statements under proper heads, designating the source from which the money was received; and said officer shall file and settle quarterly accounts in the office of the auditor-general, as now required by law. Upon the settlement of said quarterly accounts, if it appear that the receipts shall not have been paid as directed by this section, any officer so offending shall forfeit his fees and commissions on the whole amount of money collected during the quarter; in every case where a balance due the commonwealth shall remain unpaid for a period of ten days after such quarterly settlement, suit shall be commenced against such delinquent and his sureties, as is provided in case of defaulting officers.

No money shall be paid out of the city treasury except upon appropriations made by law, and on warrant drawn by the proper officer in pursuance thereof.

The treasurer of the city is required to render to the auditor-general and State treasurer quarterly returns of all moneys received by him for use of the commonwealth, designating under proper heads the source from which the money was received, and all such moneys so collected shall be paid into the State treasury quarterly, or oftener, if required by the State treasurer.

Said treasurer gives bond to the corporation, with two or more sureties, to be approved by the Select and Common Councils, in the sum of one hundred thousand dollars conditioned for the faithful performance of the duties of his office, and he takes and subscribes an oath or affirmation before the mayor, honestly to keep and account for all public moneys and property intrusted to his care. He deposits and keeps, in such places and manner as Councils may direct, all public moneys intrusted to his care as city treasurer, including such as shall come to the corporation as trustee, and the accounts of such deposit of

[1] Castle was appointed in place of Cochran, who resigned. He died March 18, 1878, aged sixty years, and Fairman was appointed to fill the vacancy.

trust moneys shall be kept separate, and not blended with any other account. He shall pay all warrants that are drawn on him by the proper officer, and countersigned by the city controller, and none other.

Upon the presentation of city warrants at the office of the city treasurer, it is the duty of the treasurer to pay the same on demand, and in the order of presentation. In the event of the inability of the treasurer to so pay the same on their first presentation, he shall cause such unpaid warrants to be stamped with date of presentation and numbers, and thereafter no new or unstamped warrants shall be cashed until all those stamped have been first paid, and those stamped shall be entitled to be first paid, and in the order of their numbers: *Provided*, That the treasurer shall not refuse to cash unstamped warrants when the funds in the treasury are sufficient to meet the stamped warrants, as well as those presented and not stamped; *And provided further*, That the treasurer shall not refuse to cash any stamped warrant in its regular order, and that the money for those previously stamped and not presented shall remain in the treasury, subject at all times to payment, and the interest on all such unpresented warrants shall cease when notice is posted in the treasurer's office that the same will be paid on presentation.

The said treasurer daily makes return in writing to the controller, verified by oath or affirmation administered by that officer, of all moneys received on the day previous, stating the sources, and at the same time he shall give to the controller the certificate of deposit of the same.

The treasurer shall not deposit in any one of the banks, designated as city depositories, at any one time, the city money, in excess of three hundred thousand dollars; and in addition to the daily returns made to the city controller of certificates of money deposited in banks, makes a statement, verified under oath, of the drafts made on each depository, and the balance remaining to the credit of the city at the close of business.

The accounts of the city treasurer on Jan. 1, 1883, stood thus:

Total cash receipts, as per statement	$13,425,404.97
Cash balance Jan. 1, 1882	2,250,693.44
	$15,676,098.41
Total payments	13,255,684.53
General cash balance Jan. 1, 1883	$2,420,413.88
Sinking fund " " "	705,271.39
Total cash balance in hands of treasurer, Jan. 1, 1883.	$3,125,685.27

TREASURERS.

OF THE CITY OF PHILADELPHIA.

Edward Shippen, appointed	June		1, 1705
Owen Roberts (called receiver)	July		22, 1712
William Fishbourne,[1] appointed	Aug.		10, 1716
Samuel Hasell, in office	Oct.		11, 1746
Benjamin Shoemaker, appointed	July		15, 1751
Samuel Shoemaker,[2] appointed	July		6, 1767
John Shee,[3] in office	1790	to	1797
George A. Baker, in office	1802	to	1813
James E. Smith, in office	1813	to	1815
John Bacon, in office	1816	to	1827
Thomas Phipps, appointed	1827	to	1829
Cornelius Stevenson, elected	1829	to	1850
John Lindsay, elected	Dec.		19, 1850
Dr. F. Knox Morton, in office	1855	to	1857
William V. McGrath, in office	1857	to	1859
Benjamin H. Brown, in office	1859	to	1861
Dr. James McClintock,[4] in office	1861	to	1863
Henry Bumm, in office	1863	to	1867
Joseph North Piersol, in office	1867	to	1869
Joseph Favinger Marcer, in office	1869	to	1871
Peter Arrell Browne Widener, in office	1871	to	1877
Delos P. Southworth, in office	1877	to	1879
Joseph J. Martin, elected	Nov.		4, 1879
William B. Irvine, elected	Nov.		7, 1882

OF PHILADELPHIA COUNTY.

Benjamin Chambers, deputy	Feb.		22, 1684
Evan Owen, in office	——		—, 1724
Thomas Leech, in office	1756	to	1758
Philip Syng, in office	1758	to	1769
Barnaby Barnes, in office	1769	to	1777
Cornelius Barnes, in office	1777	to	1781
Isaac Snowden, in office	1781	to	1790
John Baker, in office	1790	to	1807
Robert McMullin, in office	1807	to	1811
Michael Baker, in office	1811	to	1816
Peter Hertzog, in office	——		—, 1816
Daniel B. Lippard, in office	1816	to	1818
Joseph Bird	1818	to	1823
Lodowyk Sharp	1823	to	1824
James S. Huber, in office	1824	to	1827
William Moulder, in office	1827	to	1830
Philip Peltz, in office	1830	to	1833
William Stephens, in office	1833	to	1836
George W. Smith, in office	1836	to	1839
George Read, in office	1839	to	1841
Joseph Plankinton, in office	1841	to	1842
James Page, in office	1842	to	1844
Penrose Ash, in office	1844	to	1846
John H. Dohnert, in office	1846	to	1848
John F. Deal, in office	1848	to	1850
Solomon Wagner, in office	1850	to	1852
Robert G. Simpson, in office	1852	to	1854
John M. Coleman, in office[5]	1854	to	1856

Board of Health.—This board consists of nine citizens and electors of the city of Philadelphia, who are selected in the following manner, to wit: the judges of the Court of Common Pleas of the city and county appoint three, in such manner that one retires each year, their terms being three years each. The judges of the Supreme Court likewise appoint three in the same manner, and the Select and Common Councils appoint the other three.

In event of a vacancy in said board from death, resignation, or otherwise, it is supplied and filled for the unexpired term of such member by the power which appointed him.

They enter upon their duties by meeting on the first Monday of July in each year and organize into a board, and elect a president and such other officers as may be necessary for the proper transaction of the business of the board. All sums of money due, payable to, or received by the Board of Health, are paid into the city treasury, and all sums expended by or for the purposes of the Board of Health are paid by the city treasurer upon orders drawn upon appropriations regularly made by Councils. The board act

[1] Fishbourne was treasurer July 24, 1728. When Hasell was appointed does not appear; he held office at his death, in 1751. (See "Minutes of Council.")

[2] Appointed in the place of Benjamin Shoemaker, and still in office Oct. 3, 1775.

[3] See "Accounts of Pennsylvania," p. 47.

[4] Died Oct. 18, 1882, aged seventy-three.

[5] By the consolidation act the County Treasurer continued from 1854 to 1856 as the Receiver of Taxes. Lindsay was continued as City Treasurer until the expiration of his term, May, 1855.

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upon their own adjournment as they find necessary, but must meet between the 1st day of June and the 1st day of October.

Whenever it shall come to the knowledge of the Board of Health that any person within the city is afflicted with any contagious disease dangerous to the community, it is the duty of the board to take measures to prevent the spread of the contagion, by forbidding and preventing all communication with the infected house or family, except by means of physicians, nurses, or messengers, and they exercise all such other powers as the circumstances of the case shall require, and as shall in their judgment be most conducive to the public good with the least private injury.

All persons other than persons on board of any ship or vessel, and liable to be sent to the lazaretto, residing within the city of Philadelphia, who are afflicted with any pestilential or contagious disease (measles excepted), may, upon the advice and order of the port physician, or any other physician or person authorized by the Board of Health to grant such order, be removed by the health officer, and such assistance as he shall for that purpose employ, to the municipal hospital, or to such other place as the physician or Board of Health shall approve, if the person afflicted with any contagious or pestilential disease cannot be properly and sufficiently attended at home, there to be lodged, nursed, and maintained, and kept until duly discharged by a permit in writing, signed by a physician of the said public hospital: *Provided always, nevertheless*, That each and every patient, and his or her estate, real and personal, shall be liable to pay and reimburse all the charges and expenses on his or her account incurred in the said hospital, unless the Board of Health award that he or she shall be exonerated and exempted therefrom.

Every person practicing physic in the city who shall have a patient laboring under a pestilential or contagious disease (measles excepted), forthwith makes a report, in writing, to the health officer, and for neglecting so to do he is considered guilty of a misdemeanor, and subject to a fine not exceeding fifty dollars.

Whenever any person shall die in the city, the physician or surgeon who has attended such person, as a physician or surgeon, during his or her last sickness, shall leave a note in writing, signed with his name, with some one of the family in the house where such person shall have died, specifying the name and apparent age of the deceased, and the disease of which he or she shall have died. And every physician or surgeon refusing or neglecting to make and deliver such note shall forfeit the sum of five dollars. And no sexton of any church, or other person having charge of any cemetery, vault, or burying-ground in the city, shall permit any dead body to be interred therein until he has received such note in writing so signed as aforesaid; or in case no physician or surgeon shall have attended such deceased person, or the physician or surgeon who did attend shall have neglected or refused to leave such note, then a like note signed by some of the family in which such person shall have died. The contents of which note, in writing, shall be entered by such sexton on a blank schedule to be furnished by the clerk of the health office, or such other person as the Board of Health shall direct, and delivered, together with the said schedule, on the Saturday of every week, to the health officer for publication in such form as may be designated by the Board of Health. And every sexton, or other person having charge of any place of interment, neglecting or refusing to perform the aforesaid requirements forfeits the sum of twenty-five dollars.

No practicing physician, or other person or persons, are allowed to communicate the infection of smallpox by inoculation or otherwise within the jurisdiction of the Board of Health, unless by special permission of said board, and any practicing physician, or other person or persons, so transgressing is liable to a penalty not exceeding one hundred dollars, nor less than seventy, for each person so inoculated or infected.

It is the duty of all persons who may pursue or practice midwifery in the city of Philadelphia between the 1st day of March and the 1st day of April, annually, to leave their names in writing, and the places of their residence, at the office of the Board of Health. And when so left it is the duty of the clerk to enter the same alphabetically in a book kept for that purpose, which is open at all times during office hours to persons desirous to inspect the same. And all persons pursuing or practicing midwifery are required to keep a true and exact register of the births that take place under their care and superintendence, and from time to time, as they may happen, enter the same, with the sex of the child so born, on a blank schedule furnished to them by the clerk of the health office, which schedule is signed with the name of such person, and delivered on the last Saturday of each month to the clerk of the health office, or other person calling for the same. And every person pursuing or practicing midwifery neglecting or refusing to leave their names and places of residence at the health office, or to perform any of the duties required, forfeit and pay for each offense the sum of twenty-five dollars.

Any person willfully and knowingly obstructing or resisting the Board of Health, or any of the members thereof, or any person by them appointed, in the execution of the powers to them given, or in performance of duties enjoined by law and the rules and regulations of the board, forfeits and pays a sum not exceeding five hundred dollars. And if, after the expiration of the quarantine, any mariner or other person who shall have complied with the regulations established, shall commit any violence on the person

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of a member of the Board of Health, or any of the officers attached to the same, for anything done in the execution of his duty, such person is subject, on conviction, to a fine of two hundred dollars and imprisonment at hard labor for any term not exceeding three years.

The president, secretary, and chief clerk of the Board of Health, and the health officer, have power to administer oaths and affirmations in conducting the business of their respective offices, in connection with said board, and any false oath so taken is deemed perjury.

The Board of Health are vested with full power to make general rules, orders, and regulations for the government and management of the lazaretto, and the vessels, cargoes, and persons there detained, or under quarantine, and of the health office and public hospitals, and for the mode of visiting and examining vessels, persons, goods, and houses. They have power to appoint such officers and servants as may be necessary to attend the health office, the lazaretto, and the City Hospital, and convey communications and supplies to the lazaretto and hospital, and such other officers and servants as may be necessary for the preservation of the health of the district; together with all temporary officers and servants that may be rendered necessary by the existence of any dangerous contagious disease in the city, or in any other place within the United States: *Provided*, That such officers and servants shall not hold any offices of profit or trust under the United States; and to remove any of the officers and servants by them appointed, and to allow and pay the said officers and servants such compensation for their respective services as the board deem just and proper. The Governor appoints one physician, who resides at the lazaretto, and is denominated the lazaretto physician, and one physician who resides in the city of Philadelphia, who is denominated the port physician, also one health officer, one quarantine-master, all of whom are under the direction and control of the Board of Health.

The lazaretto physician is furnished with a house to live in, also a garden, within the bounds of the lazaretto, and the quarantine-master is provided with similar accommodations.

The health officer is entitled to receive from the captain or master of any ship or vessel the following sums, and no more, and to pay the same over from time to time as the board may direct, to wit: all American vessels sailing under coasting documents, arriving at the port of Philadelphia, from any port or place in the United States, between the river St. Croix and the river St. Mary (except ports or places between Sandy Hook and Cape Charles), pay two dollars and fifty cents for each arrival during quarantine months, and the vessel during that time shall (if having goods capable of containing contagion, persons, baggage, or clothing, from any foreign port or place or any diseased person) stop at the lazaretto, and there be examined by the lazaretto physician and quarantine-master, under the rules and regulations. And all American vessels from any port in the United States where they may have touched or traded from a foreign port or place, pay the same sum as if they had arrived direct from such port or place. And all American vessels with coasting documents, arriving from any port or place between Sandy Hook and Cape Charles, including the bay and river Delaware, during quarantine months, having on board merchandise of foreign growth or manufacture, or persons, baggage, or clothing from any foreign port or place, or from any place to the northward or eastward of Sandy Hook, or westward of Cape Charles, stop at the lazaretto for examination under the rules and regulations, and pay for each arrival during quarantine months two dollars and fifty cents. All American vessels arriving from any port or place in New Brunswick, Nova Scotia, Canada, or the islands or ports adjacent the river St. Mary, the coast of Florida, bay of Mexico, including New Orleans and parts adjacent, and from thence along the bay of Honduras and coast of Terra Firma, as far as the river Amazon, including all the islands generally denominated West India, Bahamas, or Bermudas, pay on arrival five dollars. All American vessels arriving from any place in Europe, in the Western, Medeira, Canary, or Cape Verd islands, the coast of Africa as far as latitude thirty-four degrees south, and from any place in the Mediterranean or straits thereof, or from any place from the river Amazon inclusive, and round the coast of Brazil as far as latitude thirty-four degrees south, pay ten dollars each. And all American vessels arriving from any place beyond latitude thirty-four degrees south, or round Cape Horn, or the Cape of Good Hope, pay twenty dollars each. And all foreign vessels arriving as aforesaid (except prizes to American vessels) pay twenty-five per cent. each additional, unless otherwise regulated by any treaty. And prize vessels, taken by foreign armed vessels, pay twenty-five per cent. each more than is paid by American vessels. And prize vessels taken by American vessels pay on arrival ten dollars each. And public armed vessels and privateers pay six dollars each. And any vessel of the burden of one hundred and fifty tons and upwards, arriving at the lazaretto, from any foreign port or coastwise, may come to in the outer channel, as near to the west end of the island of Little Tinicum, opposite the lazaretto, as her draught of water, wind, and weather will permit, for the purpose of receiving the visit from the lazaretto physician and quarantine-master. And if the said vessel does not receive her visit in the inner channel, she shall pay an additional sum of five dollars, of which two dollars shall be paid to the lazaretto physician, and one dollar to the quarantine-master as a compensation for their services, and two dollars into the treasury of the board.

Every ship or vessel coming from any foreign port or place, bound to the port of Philadelphia, between

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the 1st day of June and the 1st day of October in every year, must come to anchor in the river Delaware as near the lazaretto as the draught of water and the weather will allow, before any part of the cargo or baggage be landed, or any person who come in such ship or vessel shall leave her, or any person be permitted to go on board, and shall submit to an examination. And if any master, commander, or pilot shall leave his station before the said lazaretto, or if any master or commander permit or suffer any part of the cargo or baggage, or any person or persons arriving in such ship or vessel from any port beyond the limits of the United States, to be landed on either shore of the Delaware Bay or river, or suffer any person, except the pilot, to come on board before such examination be duly had, and a certificate obtained, the person or persons so permitting, and the person or persons so landed or going on board (unless imminent danger of the loss of the vessel or lives of the crew shall render assistance necessary) being thereof convicted, upon indictment or prosecution, by verdict, confession, or standing mute in any court having jurisdiction of the offense, shall pay a fine not exceeding five hundred dollars.

It is the duty of the lazaretto physician and quarantine-master, so soon as any ship or vessel is anchored near the lazaretto, between sunrise and sunset, immediately, wind and weather permitting, to go on board the same, and there thoroughly examine, in form and manner as is prescribed by the Board of Health, the said ship or vessel, the crew, passengers, cargo, and baggage on board the same, and to demand answers under oath or affirmation, administered by either the said physician or quarantine-master, who are severally empowered to administer the same, to all such questions as shall be put to any person on board such ship or vessel touching the health of the crew and passengers during the voyage, and the nature and state of the cargo, as the Board of Health, by their rules, from time to time direct to be asked; and it is the duty of the person so examining on oath or affirmation, before he shall proceed therein, to make known to the person interrogated, the penalty imposed upon the person who shall give false answers, under oath or affirmation, to the questions proposed in such examination, to the said physician or quarantine-master, that the said ship or vessel came from a port or place at which no malignant or contagious disease prevailed at the time of her departure, that the persons on board such ship or vessel are free from every pestilential or contagious disease, measles excepted, and that the said vessel has had no malignant disease on board, either during the homeward-bound voyage or during her continuance in a foreign port; and if they shall see no cause to suspect that the cargo or any part thereof is infected, they shall forthwith deliver to the master or captain of such ship or vessel a certificate of the facts in such form as shall be directed by the Board of Health. And the said captain or master may thereupon proceed according to his destination, and shall present such certificate at the health office in Philadelphia, within twenty-four hours after his arrival and safely mooring there. But if it shall appear, upon such examination, that the ship or vessel came from a port or place at which a malignant or contagious disease prevailed, such vessel shall be detained at the lazaretto for such time as the Board of Health shall deem necessary, not exceeding twenty days.

The lazaretto physician, quarantine-master, nor other officer or servant of the lazaretto shall not absent himself from the place of his duty between the 1st day of June and the 1st day of October on any pretence whatever, for any time, without leave first obtained in writing from the Board of Health, under the hand of the president or chairman for the time, attested by the secretary and entered on the minutes, under the penalty of forfeiting his office, and a fine of any sum not exceeding five hundred dollars.

It is the duty of the lazaretto physician, immediately on the arrival of any ship or vessel liable to be detained at the lazaretto in order to be cleansed and purified, to cause the sick, if any are on board, to be removed to the building which shall be appointed by the Board of Health for their reception, and diligently and impartially to attend upon them, and cause to be executed such orders and regulations as the said board shall from time to time ordain for the government and management of the lazaretto, and of the vessels, cargoes, and persons under quarantine.

The health officer attends the health office at the meetings of the Board of Health, and at such other times as shall be required for discharging the duties of his appointment, and generally enforces and executes the regulations and instructions of the Board of Health. It is his further duty to collect, recover, and receive all forfeitures and penalties imposed and sums of money directed to be paid by law. He shall give bond, with sureties, to the satisfaction of the Board of Health, conditioned for the faithful performance, and account for all moneys coming into his hands as such officer. The bond is a lien on the estate of the health officer and his sureties.

No vessel is permitted to leave the lazaretto, without first giving security, approved by the Board of Health, for the payment of all expenses of said vessel, and of passengers and other persons imported in them, which said vessels, their captains, owners, or consignees are by law made liable.

The health officer, for services rendered in issuing permits or certificates of health to vessels, to the collector of the port and for other purposes, receives the sum of two dollars for each permit or certificate issued by him, and he is authorized to employ a clerk at a salary of twelve hundred dollars a year. The port physician receives the sum of eighteen hundred dollars per annum.

The salary of the lazaretto physician is twenty-five

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hundred dollars per annum, and that of the quarantine-master two thousand dollars, and the health officer receives twenty-one hundred dollars.

The Board of Health receives for treatment in the Municipal Hospital all persons afflicted with any contagious or infectious disease, who would otherwise be a charge upon the Guardians of the Poor, and paupers so afflicted in the almshouse, and such as are sent by the inspectors from the county prison.

No pilot bringing a ship or vessel to the lazaretto in an apparent state of good health shall be obliged to perform quarantine, but the lazaretto physician shall grant such pilot a certificate, permitting him to proceed to the capes of the Delaware, in order that he may prosecute his profession; but such pilot shall not on any pretence come into the city of Philadelphia for twenty days from the date of such certificate, under the penalty of one hundred dollars or one year's imprisonment. And any pilot bringing to the said lazaretto a ship or vessel infected or supposed to be infected with any pestilential or contagious disease, may be permitted to go and remain on shore within the bounds of the lazaretto during the time the ship or vessel brought thither shall be detained under quarantine: *Provided always*, That if the said vessel shall be infected with any such disease as aforesaid, he shall be detained and treated in the like manner as seamen or passengers so infected are detained and treated: *And provided further*, That if he shall go without the bounds of the lazaretto he shall be liable to the same penalties as are imposed on seamen or passengers escaping therefrom.

Whenever the Board of Health shall receive information that any malignant or contagious disease (the measles excepted) prevails in any port or place within the United States or on the continent of America, they shall make diligent inquiry concerning the same, and if it shall appear that the disease prevails as aforesaid, all communication with such infected port or place shall be subject to such control and regulations as the Board of Health may from time to time think proper to direct and publish in one or more newspapers published in the city of Philadelphia. And all vessels from such port or place, and bound to the port of Philadelphia, shall stop at the lazaretto and be proceeded with in the same manner and under the same penalties as are provided in cases of vessels coming from foreign ports. And every person or persons having entered or been brought into the city or county of Philadelphia from such infected port or place shall also be conveyed, by any person authorized by the board, to such place for purification as the said board may appoint or direct for that purpose, and be there detained at the pleasure of the board any time not exceeding twenty days, and at the expense of such person or persons.

Every person keeping a boarding- or lodging-house in the city of Philadelphia between the 1st day of June and the 15th day of October, in any year, shall, within twelve hours after any seafaring man or sojourner shall become sick in such boarding- or lodging-house report in writing the name of such diseased person to the health officer. And no master of a vessel or other person whatsoever shall remove any sick person from any vessel lying in the river Delaware, before the city of Philadelphia, before such sick person has been visited by the port physician, and a written permit granted by him for the purpose of such removal. And any person neglecting or refusing to comply with the provisions of this section shall, on legal conviction thereof, be subject to a fine not exceeding fifty dollars, or to imprisonment for any term not exceeding three months.

The Board of Health, or a committee of them, have power, having first obtained a warrant from a justice of the peace, in due form of law, founded on a complaint of two householders, under oath or affirmation, directed to the sheriff of the county of Philadelphia, or his deputy, to enter and search all houses, stores, cellars, and other inclosures, between sunrise and sunset, where they may have just cause to suspect any nuisance to exist: *Provided, however*, That no sheriff or deputy sheriff shall execute any civil process, either by arresting the body, or attaching the goods and chattels, of any person or persons, under color of any entry made for the purposes aforesaid, unless such service could by law have been made without such entry; and all services so made under color of such entry are utterly void, and the officer making such service is considered a trespasser. And it is the duty of the board to cause all offensive or putrid substances, and all nuisances which may have a tendency in their opinion to endanger the health of the citizens, to be removed from the streets, lanes, alleys, highways, wharves, docks, or any other part or parts of the city of Philadelphia, and to cause such of the privies within the limits aforesaid to be emptied or corrected with lime or otherwise, at the expense of the individuals who are the owners of the houses to which the said privies are appurtenant, as the board shall from time to time deem necessary for the health of the inhabitants. And if the owners or occupiers of the premises on which any nuisance may be found, and the owners of the houses to which the said privies are appurtenant, shall, on due notice thereof, refuse or neglect to have the same immediately removed, emptied, or corrected, as aforesaid, he, she, or they so refusing or neglecting, forfeit and pay for every such offense any sum not less than twenty, nor more than two hundred, dollars. And the expense attending the removal of such nuisance shall be recovered by the board in any court having lawful jurisdiction, from all corporate bodies and individuals, in case due notice has been given to remove the same, and a refusal or neglect to do so within the time prescribed by the board.

It is the duty of the Board of Health in all cases where the owner or owners of unoccupied property

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upon which a nuisance, in the opinion of the said board, exists, reside out of the city, or cannot be found by the messenger of the said board, after diligent search made, to cause the said nuisance to be at once removed, and the expense attending the removal of the same is recovered by the said board in any court, or before any justice of the peace, having jurisdiction. The expense attending the removal of any nuisance is a lien on the premises from which it was removed.

Whenever any nuisance is found anywhere within the jurisdiction of the Board of Health, by reason of keeping of hogs or other animals, the said board, in addition to their power of destroying the pens or other inclosures containing such animals, or of otherwise abating such nuisance, are authorized to seize such animals and deliver them over, as forfeited, to "the guardians for the relief and employment of the poor of the city of Philadelphia," for the use of said poor.

The Board of Health have full power to remove the cause of all nuisances.

No bone-boiling establishment or depository of dead animals shall be kept or erected within the city limits without permission of the Board of Health.

No person shall collect or remove kitchen garbage and offal from any dwelling, hotel, restaurant, or other buildings, or convey the same through any of the streets, lanes, courts, or alleys of the built-up portions of the city, except the same be collected or removed in water-tight carts, wagons, or other vehicles, and securely covered, so that none of the contents shall fall, leak, or spill therefrom, or be exposed to public view, and the same regulation exists as to the removal of ashes.

The Board of Health grant licenses to proper persons, upon their application, to clean privy-wells and sinks, under such stipulations as place them under the control of the board, which regulates the price they may charge and the time and mode of their work.

Annually on the fourth Tuesday of January the Board of Health elect twenty-four persons who have had conferred upon them the degree of Doctor of Medicine, to serve as vaccine physicians in the city.

It is the duty of each of the said physicians to vaccinate gratuitously in their respective wards all persons who may make application or be reported to him by the collector of vaccine cases in his ward, either at his own office or at their respective places of abode, according to the option of the applicant; and he shall continue to visit every such patient as often as may be necessary to enable him to ascertain whether the person or persons so vaccinated have passed through the genuine disease. Each of said physicians must keep in a convenient part of his district an office, with a sign in front, having on the words "Vaccine Physician," where application may be made at all reasonable hours in relation to the duties of his appointment; and each of said physicians preserve and keep on hand a sufficient quantity of genuine vaccine matter for distribution without fee or charge to all practicing physicians residing within the city of Philadelphia who make personal application therefor.

The said vaccine physicians each furnish the Board of Health quarterly with a list alphabetically arranged of the names, ages, birthplaces, residences, and occupations (and, when children, of the occupation of their parents) of the persons whom he may have successfully vaccinated.

Upon the fourth Tuesday of January in each year the Board of Health elect thirteen persons to serve as collectors of vaccine cases. Each collector is required to live in the district assigned him, and is paid ten cents for every unvaccinated person he procures to be vaccinated by the vaccine physician. It is the duty of the collectors to call on each and every family residing in the ward or wards for which he may be elected, and inquire whether any and, if any, what members thereof may be liable to smallpox disease; and if he find any person or persons so liable, he shall offer the gratuitous services of the vaccine physician of the ward to vaccinate such person or persons; and if the offer is accepted, the collector reports immediately to the physician the names of the individuals, with their residences; and at the expiration of each quarter he shall leave a copy of all the cases collected by him and returned to the physician at the health office with the health officer.

It is the duty of the health officer to register the returns made to him of the marriages which are contracted, and of the births and deaths which may occur within the city. He also prepares an abstract of them annually, in the month of February, and this he sends to Councils through the Board of Health, which abstract contains a statement of the marriages solemnized, and of the number of births, and of deaths, with the reported causes thereof, which have occurred in the city during the year next preceding the 1st day of January, with such other information and suggestions in relation thereto as he may deem of practical utility for the promotion of public health, and of general interest to the city.

It is the duty of clergymen of all denominations, of clerks or keepers of the records of all churches and religious societies, as also of every magistrate, and of other persons by or before whom any marriage may be solemnized or contracted, and of every practicing physician, and of every practitioner of midwifery, and of every undertaker and superintendent or sexton of any cemetery or burying-ground in the said city of Philadelphia, to report his, her, or their names and places of residence to the health officer, at the office of the Board of Health; and it shall be the duty of the health officer to have the same properly registered in index form in suitable books. In the event of any of the persons above specified removing to any other place of residence, it shall be their duty to notify the health officer of the fact within thirty days after such removal, except where the persons removing shall

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cease to act in such official capacity as makes them subject to the provisions of the law.

It is the duty of every clergyman, and every magistrate, and of the clerk or keeper of the records of all religious and other societies, and of every other person, by or before whom any marriage may be solemnized or contracted, to make a faithful return of the same at the expiration of every three months to the health officer, in the form of a certificate, which shall set forth, as far as the same can be ascertained, the full name of the husband, his occupation, the place of his birth, his residence and age, the date of marriage, the full name of the wife previous to the said marriage, and her age, the color of the parties, and the place where, and the name of the clergyman or other person by whom, the marriage ceremony was performed.

Every clergyman, and every magistrate, and every clerk or keeper of the records of all religious societies, and every practicing physician, and every person practicing midwifery in the city, and every undertaker and superintendent or sexton of any cemetery or burying-ground in the city, who shall neglect or refuse to leave his or her name and place of residence at the health office, and shall refuse or neglect to perform any other of the duties aforesaid, forfeits for each offense the sum of ten dollars.

HARBOR-MASTERS FOR THE PORT OF PHILADELPHIA.

(*See Act of March* 22 1803.)

Samuel Young,[1] appointed	Feb.	10, 1809
William Hawks, appointed	Jan.	20, 1812
Caleb Earle, appointed	Nov.	3, 1818
William Hawks, appointed	March	15, 1821
Caleb Earle, appointed	Feb.	7, 1824
George Bird, appointed	May	13, 1828
Nicholas Ealing, appointed	March	21, 1836
Patrick Hayes, appointed	Feb.	9, 1839
John F. Stump, appointed	April	6, 1842
Augustus L. Roumfort, appointed	July	11, 1845
William Abbott, appointed	Aug.	22, 1848
William Rice, appointed	Feb.	4, 1852
George Rex Graham, appointed	Feb.	16, 1855
Capt. Enoch Turley, appointed	Nov.	8, 1856
John D. Pettit, appointed	March	32, 1858
George T. Thorn, appointed	Jan.	30, 1861
George J. Weaver, appointed	Jan.	28, 1867
Alexander P. Colesberry, appointed	Feb.	28, 1870
Joseph W. Bullock, appointed	——	—, 1877
Capt. Henry R. Adams, appointed	——	—, 1879
James P. Lindsay, appointed	Jan.	—, 1883

The following is a report of the number of vessels and passengers (chiefly foreign) arriving at the port of Philadelphia from 1860 to 1882, inclusive, examined by the port and lazaretto physicians:

Years.	Vessels.	Passengers.	Years.	Vessels.	Passengers.
1860	830	3,511	1873	1,336	4,462
1861	2	1,565	1874	1,285	10,878
1862	781	1,540	1875	1,295	10,178
1863	839	3,649	1876	1,692	10,651
1864	802	4,664	1877	1,321	8,071
1865	725	1,694	1878	1,825	8,423
1866	801	2,807	1879	2,070	15,199
1867	854	2,112	1880	1,828	29,084
1868	916	1,417	1881	1,605	38,104
1869	991	907	1882	1,441	32,223
1870	970	543			
1871	1,109	543		27,078	192,351
1872	1,161	136			

The number of vessels and passengers arriving at the port of Philadelphia, and examined by the lazaretto physician, during the year 1882, was as follows:

Steamships	223
Ships	82
Barks	508
Brigs	189
Schooners	437
Yachts	2
Total	1,441
Number of passengers arrived	32,223

The following table of mortality in each ward for 1882, with population (according to tenth census), with the ratio of deaths to population, and the percentage of deaths in each ward to the total mortality:

Wards.	Population, Tenth Census.	Area in Square Miles.	Deaths.	Deaths to Population	Percentage of Deaths to Total Mortality.
First	43,085	5.509	1,035	1 in 41	5.15
Second	28,498	.442	745	1 in 38	3.71
Third	18,271	.191	440	1 in 41	2.19
Fourth	18,853	.225	698	1 in 27	3.47
Fifth	16,468	.321	515	1 in 32	2.56
Sixth	10,004	.321	248	1 in 40	1.23
Seventh	31,087	.439	796	1 in 39	3.96
Eighth	19,545	.435	371	1 in 52	1.84
Ninth	12,481	.400	237	1 in 52	1.18
Tenth	23,303	.359	453	1 in 51	2.25
Eleventh	12,930	.210	374	1 in 34	1.86
Twelfth	14,690	.193	332	1 in 44	1.65
Thirteenth	18,646	.259	404	1 in 46	2.01
Fourteenth	22,354	.300	400	1 in 55	1.99
Fifteenth	47,865	1.049	928	1 in 51	4.62
Sixteenth	17,802	.281	430	1 in 41	2.14
Seventeenth	20,451	.251	543	1 in 37	2.70
Eighteenth	29,454	.650	726	1 in 40	3.61
Nineteenth	43,887	.698	1,112	1 in 39	5.04
Twentieth	43,207	.734	849	1 in 51	4.18
Twenty-first	19,699	7.129	417	1 in 47	2.07
Twenty-second	31,798	18.114	598	1 in 53	2.98
Twenty-third	26,522	42.716	615	1 in 43	3.06
Twenty-fourth	46,057	9.725	1,097	1 in 42	5.41
Twenty-fifth	76,104	10.359	929	1 in 38	4.63
Twenty-sixth	35,138	7.481	825	1 in 42	4.11
Twenty-seventh	23,284	11.680	706	1 in 33	3.51
Twenty-eighth	34,442	6.343	698	1 in 49	3.47
Twenty-ninth	40,787	1.400	896	1 in 45	4.49
Thirtieth	29,100	.519	554	1 in 52	2.76
Thirty-first	31,508	.713	700	1 in 44	3.48
Deaths in almshouse			397		
Totals	846,980	129.450	20,059		

Ratio of deaths to (estimated) population, 886,539 (in 1882), was 22.62 per thousand, or 44.19 persons living to 1 death.

The following table shows the ratio of deaths with population for the past twenty-two years:

Years.	Population.	Deaths.	Deaths to 1000 Persons Living.	Persons Living to One Death.
1861	576,408	13,540	23.49	42.57
1862	587,287	13,864	23.60	42.36
1863	598,166	14,220	23.73	42.06
1864	608,045	15,875	26.10	38.30
1865	618,924	15,633	25.25	39.59
1866	620,803	15,302	22.80	40.99
1867	640,682	12,660	19.76	50.60
1868	651,561	13,391	20.39	48.65
1869	662,440	13,428	20.27	49.33
1870*	674,022*	15,317	22.72	44.00
1871	700,000	15,485	22.12	45.20
1872	725,000	18,987	26.19	38.18
1873	750,000	15,224	20.29	49.26
1874	775,000	15,238	19.66	50.86
1875	800,000	17,805	22.25	44.93
1876	825,594	18,892	22.88	43.69
1877	850,856	16,004	18.81	53.16
1878	876,118	15,743	17.97	55.65
1879	901,380	15,473	17.17	58.25
1880*	846,980*	17,711	20.91	47.82
1881	868,000	19,515	22.48	44.47
1882	886,539	20,059	22.62	44.19

* United States census; the intervening years' population estimated.

[1] Died Jan. 14, 1812.

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The following table shows the number of persons married, including both sexes, in each division of ages, from 1861 to 1882, inclusive:

Years.	Under 20.	20 to 25.	25 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	70 to 80.	80 to 90.	Ages not given.
1861	989	2,422	2,114	1,193	362	89	24	4	.....	657
1862	845	3,422	2,107	1,329	377	118	31	9	.....	1,096
1863	1,036	4,172	2,642	1,500	493	126	30	6	2	842
1864	1,349	5,016	3,171	1,752	682	158	38	1	1	1,136
1865	1,299	5,265	3,391	2,233	574	157	38	6	.....	784
1866	1,202	5,022	3,526	2,116	620	171	46	6	.....	1,105
1867	1,134	4,982	3,006	1,783	483	127	49	7	.....	787
1868	1,141	4,916	2,992	1,915	586	177	34	10	.....	971
1869	1,239	4,864	3,127	1,748	517	154	30	7	1	1,096
1870	1,171	5,028	3,129	1,842	538	176	51	4	2	901
1871	1,262	5,344	3,211	1,789	527	172	35	6	1	1,265
1872	1,176	5,315	3,235	1,902	587	172	39	5	.....	611
1873	1,626	6,288	3,686	2,207	646	200	47	8	2	1,069
1874	1,308	5,283	3,294	1,875	500	163	40	11	.....	866
1875	1,235	4,814	2,980	1,799	517	157	47	7	1	751
1876	1,115	4,464	2,596	1,668	454	153	46	5	1	190
1877	1,149	5,025	3,052	1,824	491	169	43	4	1	547
1878	1,091	5,012	3,021	1,904	479	171	42	5	.....	709
1879	970	4,337	2,551	1,871	397	146	29	4	3	440
1880	1,147	5,185	3,250	1,921	545	142	48	10	.....	444
1881	1,380	6,251	3,907	2,175	612	211	60	2	1	628
1882	1,378	6,782	4,482	2,504	692	226	74	10	1	832
Totals	29,165	110,777	68,430	40,808	11,534	3,536	911	137	17	17,717

EPIDEMICS AND PESTILENTIAL DISEASES IN PHILADELPHIA, 1699–1872.

Years.	Disease.	Cases.	Deaths.	Population estimated.	Cases per Living 1000.	Death-rate per Living 1000.
1699	Barbadoes distemper	.....	220	4,000	.....	.50
1730	Smallpox	.....	.....	11,500	.....	.....
1741	Palatine distemper	.....	505	12,000	.....	42.1
1746	Putrid sore throat	.....	.....	14,500	.....	.....
1747	Malignant fever	.....	.....	14,700	.....	.....
1754	Palatine fever	.....	254	15,000	.....	16.9
1756	Smallpox	.....	.....	15,900	.....	.....
1762	Yellow fever	.....	.....	.....	.....	.....
1773	Smallpox	.....	300	32,666	.....	9.5
1776–7	Smallpox and camp fever	.....	2500	33,000	.....	75.7
1793	Yellow fever	.....	5000	22,866‡	.....	210.6
1794	"	.....	800*	46,820	.....	17.09
1795	"	.....	800*	47,500	.....	16.7
1796	"	.....	800*	48,000	.....	16.6
1797	"	.....	1292	35,600‡	.....	36.2
1798	"	.....	3645	15,000‡	.....	243.
1799	"	.....	1015	16,500	.....	61.15
1802	"	.....	835	76,000‡	.....	10.9
1803	"	.....	199	.....	.....	.....
1805	"	.....	943	89,630	.....	11.6
1819	"	.....	20	106,000	.....	.14
1820	"	125	83	110,677	.93	.60
1823–4	Smallpox	.....	485	139,774	.....	3.48
1827	"	1000	100†	145,000	6.29	.62
1832	Asiatic cholera	2314	935	161,980‡	14.2	5.77
1849	"	2884	1012	385,600‡	7.49	2.66
1852	Smallpox	.....	427	451,276	.....	.94
1853	Yellow fever	170	128	472,377	.35	.27
1861	Smallpox	.....	758	576,378	.....	1.31
1861	Scarlet fever	.....	1190	.....	.....	2.06
1865	Smallpox	.....	524	620,874	.....	.84
1868	Scarlet fever	.....	624	.....	.....	1.
1869	"	.....	799	663,173	.....	1.20
1870	"	.....	956	674,022	.....	1.27
1871–2	Smallpox	.....	4464	684,871	.....	6.51

* These figures are upon authority of Dr. Mease, who said, in 1811, that during the years 1794–96 the yellow fever was nearly as bad as in 1802, when the deaths were 835.

† The deaths from Board of Health report cases according to estimate.

‡ The figures given are the estimate of persons who remained in the city during the entire contagion. Large numbers of citizens fled from the pestilence.

DEATHS IN EACH YEAR FROM SMALLPOX, FROM 1807 TO 1882, INCLUSIVE,

With the average population of each year and deaths to every 1000 persons living.

Years.		Deaths.	Deaths to 1000 Living Persons.	Years.		Deaths.	Deaths to 1000 Living Persons.
1807	Pop. 111,211.	32	.28	1846	Pop. 408,762.	251	.61
1808		145	1.28	1847		9	.02
1809		101	.90	1848		100	.24
1810		34	.30	1849		152	.37
1811		117	1.04	1850		40	.09
1812		.....	.....	1851		216	.52
1813		.....	.....	1852		427	1.04
1814		.....	.....	1853		57	.13
1815		.....	.....	1854		40	.09
1816		97	.77	1855		275	.67
1817		52	.30	1856		290	.68
1818		8	.05	1857		65	.11
1819	Pop. 137,097.	1	.....	1858	Pop. 565,529.	7	.01
1820		.....	.....	1859		2	.003
1821		.....	.....	1860		57	.10
1822		.....	.....	1861		758	1.34
1823		160	1.16	1862		264	.46
1824		325	2.37	1863		171	.30
1825		6	.04	1864		260	.45
1826		3	.01	1865		524	.92
1827		100	.52	1866		144	.21
1828		107	.56	1867		48	.07
1829		51	.32	1868		45	.07
1830	Pop. 188,797.	86	.45	1869	Pop. 674,022.	6	.008
1831		14	.07	1870		9	.01
1832		37	.19	1871		1879	2.78
1833		156	.82	1872		2585	3.83
1834		195	1.03	1873		39	.05
1835		101	.53	1874		15	.02
1836		76	.33	1875		54	.08
1837		79	.34	1876		407	.60
1838		42	.16	1877		155	.17
1839	Pop. 268,034.	5	.01	1878		.....	.....
1840		63	.24	1879		6	.008
1841		259	1.00	1880	Pop. 846,980.	424	.05
1842		156	.60	1881		1336	1.57
1843		36	.13	1882		314	.03
1844		17	.06				
1845		190	.73				

Returns of births, marriages, and deaths from 1860 to 1882[1] are as follows:

[1] Includes still-born, premature births, and deaths from other localities, with the exception of years since 1875.

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Years.	Births.	Marriages.	Deaths.
1860 (six months)	8,434	2,310	6,342
1861	17,271	4,417	14,468
1862	14,741	4,652	15,097
1863	15,293	5,474	15,788
1864	15,591	6,752	17,582
1865	15,428	6,864	17,169
1866	17,437	7,087	16,843
1867	17,007	6,084	13,953
1868	17,259	6,371	14,693
1869	16,960	6,482	14,786
1870	17,194	6,421	16,750
1871	18,346	6,806	16,993
1872	20,072	6,496	20,544
1873	18,702	7,891	16,736
1874	19,387	6,639	16,315
1875	17,933	6,144	18,909
1876	18,695	5,341	18,892
1877	18,279	6,147	16,004
1878	18,346	6,247	15,743
1879	18,449	5,224	15,473
1880	19,388	6,476	17,711
1881	18,154	7,569	19,515
1882	20,098	8,521	20,059
Totals	298,464	142,325	376,305

The annual mean temperature in Philadelphia from 1800 to 1882, inclusive, with the annual amount of rain and snow, in inches, from 1825 to 1882:

Years.	Mean Annual Temperature.	Rain in Inches.	Years.	Mean Annual Temperature.	Rain in Inches.
1800	51.50	.....	1842	52.75	47.50
1801	52.00	.....	1843	51.50	46.25
1802	53.50	.....	1844	53.00	39.00
1803	52.00	.....	1845	54.00	40.25
1804	51.00	.....	1846	54.00	44.87
1805	51.50	.....	1847	53.86	15.09
1806	51.50	.....	1848	54.80	35.00
1807	52.00	.....	1849	53.10	42.00
1808	52.00	.....	1850	54.00	54.54
1809	51.00	.....	1851	54.04	35.50
1810	51.00	.....	1852	54.04	46.20
1811	52.00	.....	1853	55.44	42.96
1812	51.00	.....	1854	55.38	45.23
1813	50.50	.....	1855	54.53	44.65
1814	51.00	.....	1856	51.92	33.52
1815	51.25	.....	1857	53.48	48.45
1816 *	49.00	.....	1858	55.20	41.06
1817	52.50	.....	1859	54.49	54.75
1818	53.00	.....	1860	54.12	45.40
1819	51.00	.....	1861	54.71	45.41
1820	51.75	.....	1862	53.58	45.66
1821	51.50	.....	1863	54.13	49.64
1822	53.00	.....	1864	54.60	46.73
1823	53.50	.....	1865	55.77	53.64
1824	53.75	.....	1866	54.90	43.57
1825	54.00	29.30	1867	53.41	62.93
1826	53.00	40.00	1868	52.83	50.18
1827	50.00	39.50	1869	54.23	44.16
1828	54.00	38.50	1870	56.44	43.56
1829	53.00	42.00	1871	54.91	45.98
1830	52.50	44.75	1872	54.85	49.02
1831	53.00	41.00	1873 †	51.4	54.62
1832	51.00	39.25	1874	52.6	46.31
1833	52.50	48.38	1875	50.3	[illegible]
1834	52.25	33.00	1876	52.6	47.39
1835	52.00	39.50	1877	54.2	37.36
1836	50.25	43.00	1878	54.7	34.53
1837	52.25	37.10	1879	54.6	36.75
1838	53.00	44.25	1880	54.6	33.58
1839	52.00	44.75	1881	54.2	30.21
1840	52.25	47.50	1882	.....	.....
1841	51.50	55.50			

* Ice in every month; the coldest year on record in the city; "popularly known as the year without a summer."

† From this year observations taken at United States Signal-Office used in this department.

Members of the Board of Health of the City and Port of Philadelphia, 1882–83.—President, Horatio G. Sickel; Secretary, A. A. Hirst; William H. Ford, M.D., Joseph G. Patterson, A. A. Hirst, William B. Kinsey, Albert H. Dingee, Richard A. Cleemann, M.D., Thad. L. Vanderslice, Walter Allison, William H. Dutton, Joseph G. Richardson, M.D., Marcus A. Davis.

PRESIDENTS OF THE BOARD OF HEALTH.

The Health Office was established by Act of April 1, 1803.

1803. Cornelius Comegys.
1805. Ebenezer Ferguson.
1807. Thomas C. James.
1810. Ebenezer Ferguson.
1817. Liberty Browne.
1818. John Claxton.
1823. Cornelius Comegys.
1830. Joseph Worrell.
1833. Dr. Robert E. Griffith, Jr.
1835. Ralph W. Pomeroy.
1837. Dr. Henry Bond.
1839. James Hutchinson.
1843. Thomas D. Grover.
1846. Dr. Nathan L. Hatfield.
1848. Adam Traquair.
1849. John Lindsay.
1854. Jeremiah E. Eldredge.
1855. Dr. Wilson Jewell.
1857. William Bonsall.
1858. Dr. Joseph R. Coad.
1858. Robert Lindsay.
1859. Dr. Paul B. Goddard.
1863. Dr. James A. McCrea.
1868. Dr. Eliab Ward.
1871. Henry Davis.
1879. Dr. William H. Ford.
1881. Gen. Horatio Gates Sickel.

INTERPRETERS OF THE BOARD OF HEALTH.

Peter Le Barbier Duplessis, French	——	—, 1794
Peter S. Du Ponceau, French and English	——	—, 1794
Charles Erdman, German and Low Dutch	——	—, 1794
James Philip Puglia, Spanish	——	—, 1794
John Holt Oswald, French and Spanish	Sept.	—, 1805
J. Ulrich Rivardi, foreign languages	May	—, 1806
George Taylor, Jr., foreign languages	May	—, 1809
James Philip Puglia, foreign languages	May	—, 1809
Peter S. Du Ponceau, foreign languages	Nov.	22, 1810
Matthias J. O'Conway, foreign languages	Jan.	—, 1811
Charles Erdman, foreign languages	Nov.	26, 1813
Charles Currie, foreign languages	Oct.	—, 1817
Benjamin Nones, foreign languages	Feb.	17, 1818
Samuel Keemle, German	Nov.	26, 1818
Jacob Zeilin, German	July	21, 1819
Joachim Frederick Eckhard, German	Feb.	14, 1820
M. J. O'Conway, French and Spanish	Feb.	14, 1821
Benjamin Nones, French and Spanish	March	14, 1821
Charles Le Brun, French and Spanish	Aug.	23, 1822
Francis Becker, French and Spanish	Oct.	—, 1822
Ignace Frazer, French	Sept.	—, 1823

VACCINE PHYSICIANS, 1882–83.

1st Dist. Dr. H. F. Cambios.
2d Dist. Dr. R. Kilduffe.
3d Dist. Dr. L. F. Love.
4th Dist. Dr. D. N. Dennis.
5th Dist. Dr. Aug. F. Kempton.
6th Dist. Dr. C. A. Groff.
7th Dist. Dr. Wash. H. Baker.
8th Dist. Dr. L. J. Lautenbach.
9th Dist. Dr. Alexander Browne.
10th Dist. Dr. S. N. Troth.
11th Dist. Dr. A. Graydon.
12th Dist. Dr. J. L. Ribl.
13th Dist. Dr. Thomas Shriner.
14th Dist. Dr. George W. Bowen.
15th Dist. Dr. G. L. Thomas.
16th Dist. Dr. W. L. Phillips.
17th Dist. Dr. Henry Mullen.
18th Dist. Dr. F. W. Thomas.
19th Dist. Dr. Ella R. Ziegler.
20th Dist. Dr. D. W. Lane.

The Law Department.—The qualified voters of the city, at the February election, every *third* year, elect one person learned in the law, to act as solicitor of the city, whose duties are prescribed by ordinance, and who employs such number of assistants as Councils may prescribe. He holds his office for a term of *three* years. In his office, provided by Councils, are deposited and preserved all patents, deeds, wills, leases, mortgages, and other assurances of title, together with all contracts, bonds, notes, official bonds, books, and other evidences of debt belonging to the city of Philadelphia.

The law-office of the city is under the superintendence, direction, and control of the city solicitor; he gives bond to the corporation, with two or more sureties, to be approved by the Select Council, in the sum of ten thousand dollars, conditioned for the faithful performance of the duties of his office, as the same are or shall be defined by any act of Assembly or ordinance of the city.

It is the duty of the city solicitor to prepare all

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bonds, obligations, contracts, leases, conveyances, and assurances, which may be required of him by any ordinance of the corporation of the city of Philadelphia; to commence and prosecute all and every suit and suits, action and actions, brought and to be brought by the corporation for or on account of any of the estates, rights, trusts, privileges, claims, or demands of the same, as well as to defend all actions or suits brought or to be brought against the said corporation or any officer thereof, wherein or whereby any of the estates, rights, privileges, trusts, ordinances, or acts of the corporation, or any branch thereof, may be brought in question before any court in the commonwealth; and shall do all and every professional act incident to the office which may be required of him by the mayor of the city, or by any committee of the Select or Common Councils, or by any ordinance or resolution of the said Councils or either of them; and shall, when required, furnish the Councils or committees thereof, and the mayor, with his written opinion on any subject which may be submitted by them. He shall perform all the duties enjoined by law or ordinance upon him, including the Board of Health, Guardians of the Poor, prison inspectors, and controllers of the public schools.

The city solicitor shall, at least once in every week, make a return to the city controller, under oath or affirmation, of each item of moneys received by or through him or his assistants by virtue of his office, or for any matter connected therewith, and immediately upon making such return, pay the amount in his hands to the city treasurer.

There is kept in this department a lien docket, in which, in appropriate places, are entered all claims for curbing, paving, piping, and all other matters that may be the subject of claim on the part of the city, and may be returned to the solicitor by the various departments as remaining due and unpaid after the period prescribed by law or ordinance for the payment of such claims to the said departments; and it is the duty of the head of each department wherein any such claims shall originate to furnish to the solicitor, within the period prescribed by law or ordinance, a statement of all claims for curbing, paving, piping, etc., which remain due or unpaid, a certified copy of which the said heads of departments shall at the same time furnish to the controller, which docket shall at all times be open to the inspection of the public.

No claim or suit against the city shall in any way or manner be compromised by the city solicitor or any other officer of the city, unless the same is authorized by ordinance.

The solicitor keeps in his office a general lien docket for all the departments, in which is entered all claims of whatsoever nature which may be due the city. It is his duty to furnish the city controller, under oath, weekly returns of the amount received on each claim, together with the amount of interest and costs received on each, separately stated, and the date, page, term, and number of the court docket on which satisfaction was entered. He also makes return to the city controller, on the first Monday of each month, of all mandamuses directed to be paid, or of road damages or other claims allowed, with the name of the plaintiff, the amount and purpose on which the judgment was obtained, also specific returns of the amounts collected for any department or purpose, and certify to the city controller the schedules of all claims and securities placed in his charge. He also makes a return of all bills presented by the sheriff, coroner, district attorney, and clerk of the sessions for fees or other charges, with an oath or affirmation that he has examined the records of the several offices, and found by comparison that the claims presented by those officers are correct.

His salary is fifteen thousand dollars per annum. All fees received by him are turned into the city treasury.

Contracts.—No debt or contract incurred or made is binding upon the city of Philadelphia unless authorized by law or ordinance, and an appropriation sufficient to pay the same be previously made by Councils: *Provided*, That persons claiming unauthorized debts or contracts may recover against the person or persons illegally making the same.

No contract for the construction of any new building, school-house, bridge, culvert, new paving of streets, redemption of the tolls of any turnpike or plank-road, to be paid for by the city, shall become binding thereon without an ordinance therefor duly enacted. No contract shall be made by the head of any department for work or materials for the city, unless for objects authorized by Councils, and if for new work, the contract and sureties be approved by the city solicitor and Councils, and the supervision of Councils shall extend to adjudge the character of all work and materials done and furnished for the city, and to the scrutiny of the accounts and vouchers therefor; but such supervision and scrutiny shall in nowise relieve the controller from the performance of the like duty in respect to such accounts and vouchers.

All goods, merchandise, and other articles of any kind, and labor and service required for the city in any department thereof, shall be purchased or contracted for only in such manner as shall be prescribed by ordinance, and for that purpose the Councils are required to direct by ordinance the manner and time of making the yearly estimates by the several departments, and of receiving sealed proposals for such supplies as aforesaid, which proposals shall be preceded by advertisement, and no contract shall be awarded to any but the lowest bidder, who shall give the requisite security therefor.

All stationery, printing, paper, and fuel used in the Councils and in other departments of the city government, and all work and materials required by the city, shall be furnished, and the printing and all other

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kinds of work to be done for the city shall be performed under contract, to be given to the lowest responsible bidder, under such regulations as shall be prescribed by ordinance. No member or officer of Councils, or any department of the city government, shall be in any way interested in such contracts directly or indirectly, either at its inception or during the progress of its fulfillment, or furnish any materials or supplies or labor for such contracts.

It must be one of the conditions of every contract entered into by any department for the purchase of stone coal that each and every ton of said coal shall be weighed at the place of delivery, in the presence of a proper person deputed for that purpose by the head of the department, who shall keep an accurate account of each load of coal delivered, and its exact weight; and the city controller shall countersign no warrant drawn upon the city treasurer for the payment of stone coal furnished the city, unless accompanied by an affidavit of the person who superintended the weighing of said coal, setting forth by what contractor delivered, the time of delivery, the number of tons, and the number of pounds to each ton.

All contracts for grading, paving, or curbing, entered into by the city, shall specify that the accurate measurement thereof shall be certified to by the surveyor and regulator of the district in which it may be performed, and no curbing shall be set, highways graded, nor gutters laid, unless in accordance with regulations furnished by the surveyor and regulator of the district, under a penalty of twenty dollars, to be paid by the contractor.

Whenever any contract for work, labor, or materials and repairs for the city of Philadelphia shall be authorized by Councils, it shall be made a condition of the same that the parties shall be skilled and regularly engaged as to their proper occupation, trade, and business in work, labor, and materials and repairs required, and to be furnished and by the contractor performed; and that the contractor in person shall superintend his own work, labor, and repairs, and delivering all necessary materials to the city.

Every advertisement for proposals for public work to be done, or materials to be furnished, for or on behalf of the city, shall state that the person or persons who shall bid for the same, shall, in the first place, be required to enter security at the law department in the sum of five hundred dollars, conditioned that if his or their bid is the lowest, and he or they shall decline to do the said work, or furnish said materials, he or they shall pay to the city the difference between the amount of his or their bid and the bid of them or him who shall actually perform said work or furnish said material, and no bid shall be considered unless there be a certificate that this has been complied with.

All contracts entered into by a contractor or contractors for furnishing supplies, erection of buildings, as well as all other work, labor, materials of any kind and description for the city must be accompanied with a sufficient joint bond and warrant of attorney, with one or more sureties conditioned in half the amount of the contract for the faithful performance of the contract, agreement, or work and labor done. And the city solicitor is required to enter up the bond in court, and cause judgment to be entered thereon, and said judgment remains a lien against said contractor or contractors, and his sureties until the terms of said contract have been fully and faithfully complied with. But the city solicitor shall enter satisfaction of record upon said bond and the judgment thereon, whenever he shall be so requested in writing by resolution of the committee, and the head of the department having the supervision and control of the contract or work, for the performance of which the bond was given, which request shall also certify that the terms of said contract have been fully complied with. The costs and charges for preparing said contract, bond and warrant, searches, entering satisfaction, and all other expenses incident thereto are paid by the contractor or contractors.

No contract for paving, curbing, water-pipe laying, culvert grading, or any other municipal work or improvement on any street, avenue, lane, court, or alley in the city, is given out or entered into, until a certificate is first obtained from the survey department that such street, avenue, lane, court, or alley has been dedicated or opened to the use of the public.

All proposals for contracts to do work, labor, or to furnish materials and supplies, advertised for, are opened in the presence of a committee of Councils, and such proposals or bids must be filed with the committee before or at the time of the meeting thereof, otherwise they will not be considered.

When such contracts are awarded, a schedule of bids offered, a copy of the advertisement therefor, and a statement of the award, indorsed by the committee, is sent to the city controller, and that officer is inhibited from countersigning any warrant for any stationery, printing, paper, fuel, advertising, or for work and materials, unless he shall have been furnished with the statement, schedule, and copy of advertisement aforesaid.

All contracts requiring the signature of the mayor that may be entered into in behalf of any of the departments of the city, for materials to be furnished or work to be done, shall not be altered in any material matter, either in quantity of materials to be furnished, work to be done, or prices to be paid for said work and materials, without the chief of the department for which said contract has been entered into shall have previously laid before Councils a plan and estimated cost of the proposed changes, and obtaining the consent of Councils to the proposed changes and alterations.

The ordinance authorizing the work to be done shall contain in full a copy of the proposed contract, and specifications of the work intended to be done,

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the prices for which the accepted contractor shall offer to do the proposed work, and the copy of the estimated quantities of the different kinds of work to be done under the proposed contract, and the total estimated cost of the whole work.

All bids and proposals for stationery, printing, paper, advertising, fuel, work, material, and supplies furnished to the departments of Board of Revision of Taxes, city commissioners, city controller, city treasurer, park commissioners, public buildings, city ice-boats, sinking-fund, and receiver of taxes shall be opened and contracts awarded in the presence of said departments and the committee on finance; department of clerks of Councils, committee on printing and supplies; fire commissioners, committee on fire department; guardians of the poor, Board of Health, and county prison, committee on prisons; highways, committee on highways; house of correction, committee on house of correction; law, committee on law; markets and city property and port wardens, committee on city property; police, committee on police; police and fire-alarm telegraph, committee on police and fire-alarm telegraph; Board of Public Education, committee on schools; steam-engines and boilers, committee on boiler inspection; surveys, committee on surveys; and water, committee on water-works.

It is the duty of the heads of departments, immediately after making any contract for work or materials for the city, to furnish the city controller with a memorandum thereof, together with a probable amount that will be required to pay for said work or materials when completed or furnished, and thereupon the controller shall enter up said amount against the item from which the money will be taken to pay for said work and materials, and the heads of departments shall make similar entry in the books of their office.

It is the duty of every head of a department, when entering into a contract for or ordering work or materials, to indorse upon the back of the contract or order the amount at that time standing to the credit of the item out of which said work or materials are to be paid for.

In no case shall a chief of a department allow any work to be commenced under any proposed contract until Councils shall have passed an ordinance authorizing the work to be done, and the mayor has signed the contract.

No contractor for work or materials for the city shall have any claim for compensation under his contract, unless it shall appear by certificate thereon of the city controller that at the date of execution thereof it appeared by the books in the controller's office that sufficient amount stood to the credit of the appropriation from which payment should be made to pay said contractor, and to pay for all other contracts theretofore awarded to be done under said appropriation.

No contract or lease for the renting of any property by any of the departments of the city is binding upon the city, unless the contract or lease has been confirmed by the Select and Common Councils.

The heads of the several departments are forbid to award any contract for work or materials to any party or parties who have previously defaulted in any contract with the city.

Departments.—No portion of the property of the city shall be used for purposes of private gain by any official, councilman, agent, or employé of the city, or of any department thereof, nor shall the same be willfully used or injured, or sold or disposed of in any manner, without the consent of Councils, by any such official, councilman, agent, or employé. Nor shall any official, councilman, agent, or employé of said city, or any department thereof, be interested, either directly or indirectly, either personally or as a member or officer of any firm, company, or corporation contracting with the said city, or any department thereof, for the use, lease, occupation, or enjoyment of any of the works, material, or property of said city. Any breach of these provisions is a misdemeanor, and upon conviction shall be punished by fine not exceeding one thousand dollars, and imprisonment not exceeding one year, or either, at the discretion of the court trying the same; and upon such conviction, the party offending shall be forthwith removed from his office or employment, and shall not be eligible to appointment to any place of profit or trust under said city or any department thereof.

It is not lawful for any department, or committee, or officer, or the prison inspectors to draw any moneys out of the city treasury, or to use any savings or the proceeds of the sales of any work or materials for or in any office, department, or prison, or any revenues whatsoever thereof for any entertainment, eating, drinking, or smoking furnished to any members or officers of said city, corporation, departments, or officers thereof, or of said prison, but shall pay the whole of said moneys into the city treasury; and every warrant drawn for the expenses of every department of the public service and prison shall contain the declaration that no part thereof has been used for said purposes; and it shall be lawful for the city controller, and his duty, whenever required by any citizen, to administer an oath or affirmation to any person presenting a bill against the city as to its accuracy, the prices actually paid or contracted to be paid therefor, whether others and who are interested therein, and as to whatsoever matter he may deem needful to protect the interests of said city.

Every head of department, officer, or agent of the city, who shall have made default in the rendering of any account or report, or the payment over of any moneys or bills collected for the city, shall be guilty of a misdemeanor, and be by Councils dismissed from his office.

It is the duty of the controller to furnish to the

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Councils, on or before the 1st day of September in each and every year, a detailed statement of the estimated receipts, expenditures, and liabilities of every kind for the next fiscal year, and it shall be the duty of the said Councils to levy and fix a tax-rate, on or before the 1st day of October in each and every year, for the year next ensuing; the amount of tax-moneys collectable during the year for which such tax shall have been levied shall be ascertained by deducting from the gross amount yielded by said tax-rate, the average of such proportion of the annual tax levy for each of the five years immediately preceding as shall have remained uncollected at the end of each of the said years, and the tax-moneys collectable during the current year shall, with the average income from sources other than from current tax-moneys, exclusive of sinking-fund receipts (such average of income to be determined by ascertaining the average income during the five years immediately preceding), be set apart for the extinguishment of the floating indebtedness, which the city controller may estimate to be outstanding upon the 1st of January following, for the payment of all lawful obligations due by the city during the fiscal year commencing January 1st next ensuing, and for such expenses of the municipal government as may be authorized by the Councils; and the city controller shall not countersign any warrants (except for payments of interest and for sinking-fund) pertaining to any of the appropriations until the said Councils shall have first passed all appropriations necessary for the expenses for the current year of each department, board, commission, or trust connected with the city; nor shall said officer countersign any warrants, except as aforesaid, until the total of all appropriations, all estimates, and other lawful obligations shall have been brought within the sum yielded by the tax-levy and average income from other sources ascertained as aforesaid; and any appropriation or expenditure in excess of this total shall be void, and shall have no binding force upon the municipality. In default of said Councils fixing the tax-rate on or before the 1st day of October in each and every year, then and in that case the rate of the preceding year shall be the rate for the current year, and all appropriations shall be made in conformity therewith, as if Councils had themselves established such rate.

No department, board, or officer, which or who is or may be authorized to issue warrants for the payment of claims against such department, board, or officer for services rendered or supplies furnished to or in the same, shall issue any warrant until the bill containing such claim shall be presented by such department, board, or officer to the controller to be audited.

Whenever any such bill is presented to any said department, board, or officer, it shall be delivered, with a notification from such department, board, or officer of the item of the appropriation out of which it is proposed to pay the same; and the controller shall audit the bill with the view to ascertain whether the supplies have been furnished or the services performed and the sum charged therefor is proper, and he shall inquire and ascertain if any member of Councils, member or officer of such board, officer of any department, or officer or agent of the city corporation is interested in the sum due therefor, or is to receive any portion thereof, or has received any commission, consideration, or gratuity relating thereto; and if any such party is so interested he shall refuse to approve of such bill, and report the same to Councils.

Whenever the controller has audited and approved any bill, he shall return it to the proper department, board, or officer in order that a warrant may be drawn therefor.

No head of any department, and no commission, board, or trust, or any other agent, officer, or employé of either or any thereof, exercising any powers of government therein, either in the making of contracts, the approval thereof, or in the authorization of the expenditure of the money of the city in any manner whatever, shall make any contract without a previous appropriation has first been made by Councils; draw, issue, or approve any warrant for any expenditure by such department, commission, board, or trust, or any other agent, officer, or employé, unless an appropriation has been previously made; and no warrant shall be drawn against any item in said appropriations in excess of said item; and any contract made or warrant issued in violation of these requirements is absolutely void as against the city; and any head of department, board, commission, or trust, agent, officer, or employé issuing such warrant shall be deemed guilty of a misdemeanor, and upon the conviction thereof fined a sum not exceeding five thousand dollars, and imprisoned for a term not exceeding three years, and be forever disqualified from holding any office or position of trust under the State, or any county or municipality thereof; and the countersigning of any warrant or warrants by the city controller, contrary to these provisions, shall likewise constitute in such officer a misdemeanor, and shall subject him to like penalties.

Justices of the peace, the receiver of taxes, the collector of delinquent taxes, the register of the water department, commissioners of markets and city property, Board of Health, prison inspectors, guardians of the poor, the chief commissioner of highways, city solicitor, chief inspector of boilers, chief engineer and surveyor, port wardens, commissioners of Fairmount Park, and all other municipal officers and departments receiving money on behalf of the city, shall furnish, under oath, on the second Monday of each month, to the committee on the cash account of the city treasurer, a statement, giving the date and amount of payments to the city treasurer, on account of their respective departments, for the preceding month. And the several departments are required

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to make a daily statement in writing to said treasurer, showing the number and amount of each warrant, and the name of the person or persons in whose favor drawn, and the treasurer shall keep a record of such reports.

In each department which shall have liens to be entered for claims for paving, curbing, piping, removing nuisances, and all other matters that may be the subject of a claim upon the part of the city, the said claims are numerically arranged on the books of each department, and a schedule, certified by the chief of each department, setting forth the number, name of the party chargeable, the purpose and amount of each claim, is furnished to the controller on the first Monday in each month, and the amount paid on each account within the month, or disposed of in any way, is noted on the schedule returned to the controller. And all claims which remain unpaid after the period prescribed by law for the payment of such claims to said departments, two schedules thereof are made out by each department specifying the name of the party, number, purpose, and amount of each claim, and deliver the same to the city solicitor; the duplicate is signed by the city solicitor, attesting that he has received the same for collection, and returned the same to the city controller to be charged to the city solicitor; and on the books of each department the dates of the credits are stated, or, if handed to the city solicitor for collection, the fact shall be entered on said books with the date thereof; and all claims returned to the city solicitor are paid to and settled only with him; and in each department of the city wherein moneys are received, receipts therefor, attested by the person paying it, shall be taken.

Mayor.—The qualified voters of the city elect to serve as mayor, by a plurality of votes, and in case of a tie the Councils order a new election. He serves for *three* years, and until his successor is elected and qualified. He must be at least thirty years old, a citizen of the United States, and have resided seven years next preceding his election within the commonwealth of Pennsylvania, and the last two years thereof in the city. He shall take the usual oath of office, in the presence of the Councils, administered by one of the judges of the courts in the city, at twelve o'clock, noon, on the first Monday in April next succeeding his election. Besides the powers otherwise conferred by law, he has the like powers and authority as the sheriff of the county of Philadelphia has for the suppression of any riot, disturbance, and violation of law, and may exercise the authority of making requisition for the commanding officer of the military, and of dismissing all police officers for failure in discharge of duty. And it is his duty to communicate to Councils, at least once a year, and oftener, if deemed expedient, a general statement of the condition of the city in relation to its government, finances, and improvements; to recommend the adoption of all such measures as he may deem expedient for the security, health, cleanliness, improvement, and welfare of the city; to be vigilant and active in causing the laws and ordinances of the city to be duly executed; for which purpose . . . all policemen and watchmen shall obey his orders, and make a report to him when acting under his orders; and he shall exercise a constant supervision and control over the conduct of all subordinate officers, receive and examine all complaints preferred against them, and generally perform all such duties as may be prescribed by the laws and ordinances of said city and of the commonwealth; and he may call special meetings of the Councils whenever any public emergency may require. The mayor may approve ordinances in vacations of Councils, and may call special meetings of Councils to reconsider ordinances which he does not approve, on three days' notice to each member. In case of his temporary absence or inability to act, the Councils shall appoint a mayor to serve until he shall resume the duties of his office; and whenever a vacancy shall occur in the office of mayor, by death or otherwise, it shall be the duty of the Select and Common Councils, in joint meeting forthwith to elect, *viva voce*, a person qualified as aforesaid to serve as mayor, who shall continue in office until the Tuesday succeeding the next city election, and until his successor shall have been duly elected and qualified. The mayor shall receive a salary, to be fixed by Councils, which shall not be increased nor diminished during the term for which he shall have been elected. The police officers, policemen, and watchmen, shall receive the compensations to be fixed by ordinance of said Councils.

The mayor nominates, and by and with the advice and consent of the Select Council, appoints the policemen and watchmen. All fees and costs pertaining to the office of mayor are paid into the city treasury. All the police station-houses are under the charge of the mayor of the city, who has exclusive care and custody of them. He has the jurisdiction and power of a justice of the peace. And he may appoint any one of the justices of the peace of said city to sit as a committing magistrate at the police station adjoining his office.

It is the duty of the mayor to keep a register of the amount and objects of all appropriations, and to withhold his signature for all new constructions until all the interest accruing on the loans of the city, and the principal of those becoming due, and the ordinary and necessary expenses of the city and the administration of justice in the county shall be adequately provided for. His salary is five thousand dollars per annum.

The mayor shall sign a resolution or ordinance, if he approve it, or return the same to the branch of Councils wherein such resolution or ordinance originated, within ten days, or at the next meeting of Councils after ten days have expired, if he does not approve it, with the reasons therefor; and if, thereupon, each branch of Councils pass the same, within

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five days of such veto, by a vote of three-fifths of all the members elected to each branch, it shall become as effective as though the mayor had signed the same; and it shall become equally effective, if he should neglect to return the same within such ten days.

The mayor has power to take proof of all deeds, conveyances, mortgages, or other instruments of writing, touching or concerning any lands, tenements, or hereditaments situate, lying, and being in any part of the commonwealth of Pennsylvania, which probate shall have the like force and effect as if the same were proved before a judge of the Supreme Court, or any judge of the Court of Common Pleas within said commonwealth.

He also may appoint such persons to act as police officers, as he may be requested to do, by any duly organized or incorporated humane society, having for one of its objects the protection of children from cruelty, but the city is not liable for their salary or wages.

It is not lawful to exhibit to the public in any building, garden, grounds, concert-room, saloon, or other place or room within the city, any interlude, tragedy, comedy, opera, ballet, play, farce, negro minstrelsy, negro or other dancing, or any other entertainment of the stage, or any part thereof, or any representation in which a drop-curtain and scenery or theatrical costumes are used, or any equestrian circus or dramatic performance, or any performance of jugglers, rope-dancing, or acrobats, or any menagerie, until a license for such exhibition, performance, or entertainment shall have been first had and obtained from the mayor by the proprietor thereof; which license shall be granted by him for each and every place or building in which such exhibitions, performances, or entertainments are held, upon the payment by said proprietor of the sum of twenty-five dollars for the whole or for any portion of each calendar year: *Provided*, That before such license shall be granted, the said mayor shall be satisfied by affidavit or otherwise that the exhibition, performance, or entertainment for which the license shall be applied shall not be immoral in its nature or tendencies, or otherwise unlawful or hurtful to the community; and every manager, proprietor, or director of any such exhibition, performance, or entertainment, who shall neglect to take out such license, or who shall allow or cause any such exhibition, performance, or entertainment without such license, and every owner or lessee of any building, room, garden, grounds, concert-room, or other place, who shall lease or let the same for the purpose of any such exhibition, performance, or entertainment, or shall assent to the use thereof for any such purpose, except as permitted by such license, and without such license having been previously obtained and then in force, shall be guilty of a misdemeanor, and upon conviction thereof shall be sentenced to pay a fine not exceeding one hundred dollars, or undergo an imprisonment not exceeding three months, or both or either, at the discretion of the court.

The mayor, upon proof satisfactory to him, by affidavit under oath or affirmation, of the violation of the provisions of any act of Assembly or ordinance regulating places of amusement, or that the exhibition, performances, entertainments, or any of them, given under color of said license, are or have been immoral or unlawful, may vacate, annul, and render void and of no effect any license which shall have been obtained as aforesaid by any manager, proprietor, owner, or lessee, for the holding such exhibition, performance, or entertainment, or allowing or letting any part of a building or other premises for the purpose thereof; and it is lawful for the mayor to prevent any such exhibition, performance, or entertainment from being held, exhibited, or performed, until the license hereinbefore provided for shall be paid, or if the same shall have been annulled or vacated for violation of any act of Assembly or ordinance, and to that end to direct the police to close the building, room, or other place in which the said exhibition, performance, or entertainment is intended to be held, and prevent the entrance of auditors or spectators.

If any person or persons applying to the mayor for a license shall be aggrieved by the action of the mayor in refusing to grant such license, or in revoking any license, such person or persons have the right of appealing to the Court of Quarter Sessions.

It is not lawful for any female to attend among or wait upon the audience or spectators at any of the exhibitions, performances, or entertainments mentioned, or at any other place of public amusement, to procure, offer, furnish, or distribute any description of commodities or refreshments whatsoever; nor is it lawful for any manager or proprietor of any such exhibition, performance, entertainment, or place of public amusement to employ or permit the employment of any female to attend among or wait upon the audience or spectators thereat, to procure, offer, or distribute any description of commodities or refreshments whatsoever; and any person violating this provision is guilty of a misdemeanor, and upon conviction thereof sentenced to pay a fine not exceeding five hundred dollars or undergo an imprisonment not exceeding one year, or both or either, at the discretion of the court.

The mayor upon proof satisfactory to him of the violation of any law or ordinance regulating places of amusement that are or have been immoral, may vacate their license, and he may prevent any performance or exhibition, and to that end may direct the police to close the place wherein such exhibition, performance or exhibition is intended to be held, and prevent the entrance of auditors or spectators; but the refusal of the mayor to grant, or his exercise of the authority to vacate a license is subject to appeal to the Court of Quarter Sessions.

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If twelve or more persons be assembled unlawfully, riotously, and tumultuously, so as to endanger the public peace, it is the duty of the mayor in person, or, in case of his absence or inability to command, of the officer in charge of the police, to go among the rioters, or as near to them as he can safely go, and then and there, with a loud voice make proclamation in the name of the commonwealth, commanding all persons so unlawfully assembled immediately to disperse themselves and peaceably to depart, and if such persons remain together to the number of twelve or more, they shall be guilty of a misdemeanor, and upon conviction be sentenced to undergo solitary confinement at labor in the county prison for a period of not less than one month nor more than two years; and any person arrested, upon whose person or in whose possession is found firearms, or any other deadly weapon, shall be deemed guilty of an intention to riot, whether said firearms or deadly weapon be used or not, unless the contrary be satisfactorily established, and punished accordingly.

If, after proclamation made, or if the mayor or other officer of police authorized attempt to make such proclamation, and be prevented by force from making the same, then after such attempt made, if such persons so unlawfully, riotously, or tumultuously assembled continue together and not disperse forthwith, then it shall be lawful for the said mayor and police and such other person or persons as shall be commanded to assist under him, who is authorized to command all ward constables, and citizens of age and ability, to assist him therein to disperse, seize, or apprehend such persons so unlawfully, riotously, or tumultuously continuing together, after proclamation made or attempted to be made as aforesaid, and they are required so to do and to use all necessary force and means whatsoever for said purpose.

Every person not belonging to the police force or to the military force, who may be summoned, and aid and assist the said mayor in the suppression of any riot shall be paid by the commissioners of the county of Philadelphia the sum of one dollar for each day or part of a day that he shall be so employed upon presenting the certificate of said mayor that he was so summoned, and that he did so aid the officer as aforesaid.

If in any case the mayor or other officer of police authorized shall certify in writing to the major-general or other commanding officer of the military division composed of said city and county, that there is an existing riot, tumult, or unlawful assemblage within said county, which the said police force under his command is not, in his opinion, competent to suppress without further aid, and require the said major-general or commanding officer to assist him with the military force under his command, the said major-general or commanding officer shall give the necessary orders to the effect that such military force, or such part thereof as he shall deem necessary, be mustered immediately into the service of the commonwealth, and be subject to the laws applicable to such service, and shall proceed to any part of said city or county to restore the public peace, by suppressing such riot, tumult, or unlawful assemblage, and by seizing and securing the offenders therein for trial and punishment according to law; and it shall be lawful for said military force to proceed in suppression of such riot, tumult, or unlawful assemblage as aforesaid by such military force, and in like manner as in case of war or public insurrection, and the said military force shall continue and remain in service and upon duty under military command and subordination until the said mayor shall certify in writing to the said major-general or commanding officer that said riot, tumult, or unlawful assemblage is entirely suppressed; and the military body so called into service is entitled to be paid while on actual duty as follows, to wit: two dollars a day to the privates, non-commissioned officers, and musicians, and four dollars a day to the commissioned officers, and two dollars a day for each horse employed, which sum shall include all expenses of subsistence; the amount thereof, together with the expense of their ammunition and artillery used on such duty, is paid out of the treasury of said county; but such military body shall not be required to march to the place of any such riot, tumult, or unlawful assemblage, until after the said mayor or other person authorized to make proclamation as aforesaid, in an audible voice, and as near to the rioters or persons unlawfully assembled as he can safely and with convenience go, shall have commanded such rioters or persons unlawfully assembled, and all other persons not being then and there on duty as police or a part of his posse, civil or military, to return to their lawful homes and business.

After proclamation made or attempted to be made, and the continuance of said unlawful, riotous, or tumultuous assemblage, notwithstanding the same, the said mayor and police, and all and every person or persons so aiding and assisting them, and the said military force shall be wholly discharged, held harmless, and indemnified, as well against the commonwealth as against all and every other person or persons for or concerning the killing, maiming, or hurting of any such person or persons so unlawfully, riotously, or tumultuously continuing together as aforesaid, that shall happen to be killed, maimed, or hurt.

The requisition of the mayor made as aforesaid, or other officer of police authorized as aforesaid, upon the commanding officer of any division, brigade, regiment, battalion, or company, shall be conclusive evidence that the services of the military were necessary for the suppression of such riot, tumult, or unlawful assemblage.

The mayor appoints one person to act as chief of police, by and with the advice and consent of the

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Select Council, subject to dismissal by him, who performs such duties as are provided by law and ordinance.

In all cases of arrest made by any police officer or constable upon any of the streets or highways, he shall take the person arrested for a hearing to the office of the justice of the peace nearest to the place where said arrest was made, except when the person is arrested for intoxication, in which case such person shall be taken to the station-house for a hearing before the committing magistrate of the district.

Any patrol or watchman selected and employed by and at the private expense of the residents or of persons doing business in any block or blocks, square or squares, or parts thereof, for the purpose of protection to their property therein against loss by fire, theft, or robbery, upon filing with the mayor of the city a certificate of such employment, the time for which he may have been so employed, and the bounds of the locality which he is required to watch, signed by the person so employing him, and the mayor is satisfied that such person is qualified, by his integrity and vigilance, to perform such duty, he has authority to appoint and commission him as patrol or watchman for such locality, with all the powers of policemen in respect to the arrest of all vagrants and persons found offending against the law within the bounds of said locality, and all vagrants and offenders arrested by such patrol or watchman shall be received and held in custody at any police-station in like manner as if the arrest had been made by any policeman; such patrol or watchman, when on duty, shall have authority to carry and use, when necessary, the usual implements of policemen for alarm, arrest, and defense, and shall respond to the signals of policemen within the limits of his said locality in making arrests and performing needful duty, but shall not be required to leave his said locality; and policemen shall in like manner respond to the signals of such patrol or watchman and give him all needful aid in making arrests and protecting property within the limits of said locality.

Any police officer or constable, upon view of the breach of any ordinance, is authorized to forthwith arrest the person or persons so offending without any process, and to take said person or persons forthwith before any police magistrate or alderman, who shall require bail for the appearance of said person at a time to be fixed for the hearing of said charge, and in default of bail, to commit for a hearing; and at said hearing the case shall be proceeded with as if the parties were appearing before said magistrate or alderman upon a summons duly issued and returned served, or if both parties desire it, the case may be entered and determined by the magistrate or alderman in like manner without requiring bail or further continuance.

There is one station-house in each police district, located by the mayor by and with the consent of the Councils, for the use of the police, and for the temporary detention of persons arrested or charged with offenses against the laws.

A docket of cases heard is kept by the magistrates at the district station-houses, and it is their duty to make return of all cases in which any person or persons may be there held to answer, at the commencement of the term of Quarter Sessions, to the district attorney. And it is the duty of the lieutenant, or one of the two sergeants, to attend at such hearings at the station-houses and to deliver to the district attorney the said returns.

The mayor has power to prescribe the duties of the various officers appointed, and to make all police rules and regulations, subject to the approval of Councils.

No policeman is permitted to engage in any other business or profession whatsoever, and he or they so offending, upon due proof thereof, are at once discharged from the service, and are not eligible for reappointment for one year thereafter.

All policemen are allowed, with the permission of the mayor, to receive any rewards or gratuities which may be offered them by persons or institutions who may consider themselves benefited by their extra services: *Provided*, The same shall not have been asked for or promised before the service was rendered, and it is a misdemeanor in office for any of them to receive any other compensation, fee, or reward, to be followed by dismission from service.

The police vans and other vehicles used for the carrying of prisoners to and from the several prisons are so arranged that the males and females are separated therein.

It is not lawful for any proprietor, driver, or any other person, to carry prisoners in such vans or vehicles in any manner whereby males and females shall be secured together in any apartment thereof.

It is not lawful for the drivers of prison vans, or any other persons, to furnish any spirituous, vinous, or malt liquors to any prisoner or prisoners while under charge in such vehicle.

The mayor nominates, and by and with the advice and consent of Select Council appoints four captains of police, who receive an annual salary of fifteen hundred dollars, and are each assigned to duty in one of four divisions into which the city is divided for that purpose. They are superior in rank to the police lieutenants, and it is their duty to see the laws enforced, the station-houses and other property of the police department kept in order, and that discipline is maintained among and duty performed by the police force.

There is also, as part of the police force, what is called the Reserve Corps, consisting of not less than fifty men, with one lieutenant and one sergeant, who commands them, all taken from the regular force, and performing such duty as the mayor may assign them. At present they are on duty on Chestnut Street, and being specially selected for size, are like unto the historic guard of Peter the Great.

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Policemen when on duty are required to wear the prescribed uniform, and their salary is two dollars and twenty-five cents per day. The mayor appoints a clerk to the chief of police, also the telegraph operators at the several police station-houses, together with four pilots, four engineers, and four firemen, for service upon the Delaware River and Schuylkill River police tug-boats.

The city, for purposes of police, is divided into twenty-six police districts, including therein the Delaware harbor police and the Schuylkill harbor police, which is divided into boat-crews to man the police tug-boats. The force of harbor police receive the same pay as other police officers. The mayor appoints for each of the police districts, one lieutenant and two sergeants.

The mayor also appoints a number of persons as a *substitute* police force, who only act when called on to take the place of a temporary absentee of the regular force by reason of sickness or otherwise.

The detective force consists of eight men appointed by the mayor.

There is elected by Select and Common Councils a superintendent of police and fire-alarm telegraph, whose term of office is three years, at a salary of two thousand dollars per annum. He appoints by and with the advice of Select Council an assistant with a salary of fifteen hundred dollars per year, and the said superintendent appoints, also, two operators for each police district, four operators for the central office, one repair-man, and two battery-men, all with the advice and consent of the Select Council, and at an annual salary of eleven hundred dollars, payable monthly.

The said superintendent, with the Councils committee on police, are authorized to connect any bank, banking-house, insurance company, or other institution, with the central office by telegraph, for the purpose of giving an instantaneous alarm, provided the city be at no expense, and the party having such privilege pay to the city treasurer twenty-five dollars annually.

If any person be charged, on oath or affirmation before the mayor or any magistrate, with being a professional thief, burglar, pickpocket, counterfeiter, or forger, and who shall have been arrested by the police authorities at any steamboat landing, railroad depot, church, banking institution, broker's office, place of public amusement, auction-room, store, or crowded thoroughfare, and it shall be proven by sufficient testimony that he or she was frequenting or attending such place or places for an unlawful purpose, he or she shall be committed to jail for a term not exceeding ninety days, there to be kept at hard labor, or, in the discretion of the mayor or magistrate, required to enter security for good behavior for a period not exceeding one year. Any one feeling aggrieved by any such judgment may appeal to the Court of Quarter Sessions.

MAYORS OF THE CITY OF PHILADELPHIA.[1]

Edward Shippen, by the charter	Oct.	25, 1701
Anthony Morris, by Common Council	Oct.	5, 1703
Griffith Jones, by Common Council	Oct.	3, 1704
Joseph Wilcox, by Common Council	Oct.	2, 1705
Nathan Stanbury, by Common Council	Oct.	1, 1706
Thomas Masters, by Common Council	Oct.	7, 1707
Richard Hill, by Common Council	Oct.	4, 17 9
William Carter, by Common Council	Oct.	3, 1710
Samuel Preston, by Common Council	Oct.	2, 1711
Jonathan Dickinson, by Common Council	Oct.	7, 1712
George Roche, by Common Council	Oct.	6, 1713
Richard Hill, by Common Council	Oct.	5, 1714
Jonathan Dickinson, by Common Council	Oct.	1, 1717
William Fishbourne, by Common Council	Oct.	6, 1719
James Logan, by Common Council	Oct.	2, 1722
Clement Plumsted, by Common Council	Oct.	7, 1723
Isaac Norris, by Common Council	Oct.	6, 1724
William Hudson, by Common Council	Oct.	5, 1725
Charles Read, by Common Council	Oct.	4, 1726
Thomas Lawrence, by Common Council	Oct.	1, 1728
Thomas Griffitts, by Common Council	Oct.	7, 1729
Samuel Hasell, by Common Council	Oct.	6, 1731
Thomas Griffitts, by Common Council	Oct.	2, 1733
Thomas Lawrence, by Common Council	Oct.	1, 1734
William Allen, by Common Council	Oct	7, 1735
Clement Plumsted, by Common Council	Oct.	5, 1736
Thomas Griffitts, by Common Council	Oct.	4, 1737
Anthony Morris, by Common Council	Oct.	3, 1738
Edward Roberts, by Common Council	Oct.	2, 1739
Samuel Hasell, by Common Council	Oct.	7, 1740
Clement Plumsted, by Common Council	Oct.	6, 1741
William Till, by Common Council	Oct.	5, 1742
Benjamin Shoemaker, by Common Council	Oct.	4, 1743
Edward Shippen, by Common Council	Oct.	2, 1744
James Hamilton, by Common Council	Oct.	1, 1745
William Attwood, by Common Council	Oct.	7, 1746
Charles Willing, by Common Council	Oct.	4, 1748
Thomas Lawrence, by Common Council	Oct.	3, 1749
William Plumsted, by Common Council	Oct.	2, 1750
Robert Strettell, by Common Council	Oct.	1, 1751
Benjamin Shoemaker, by Common Council	Oct.	3, 1752
Thomas Lawrence, by Common Council	Oct.	2, 1753
Charles Willing,[2] by Common Council	April	25, 1754
William Plumsted, by Common Council	Dec.	4, 1754
Attwood Shute, by Common Council	Oct.	5, 1756
Thomas Lawrence, by Common Council	Oct.	15, 1758
John Stamper, by Common Council	Oct.	2, 1759
Benjamin Shoemaker, by Common Council	Oct.	7, 1760
Jacob Duché, by Common Council	Oct.	6, 1761
Henry Harrison, by Common Council	Oct.	5, 1762
Thomas William, by Common Council	Oct.	4, 1763
Thomas Lawrence, by Common Council	Oct.	2, 1764
John Lawrence, by Common Council	Oct.	1, 1765
Isaac Jones, by Common Council	Oct.	6, 1767
Samuel Shoemaker, by Common Council	Oct.	3, 1769
John Gibson, by Common Council	Oct.	1, 1771
William Fisher, by Common Council	Oct.	5, 1773
Samuel Rhoads, by Common Council	Oct.	4, 1774
Samuel Powel, by Common Council	Oct.	3, 1775
During the Revolution,[3] office vacant	1776	to 1789

[1] From John Hill Martin's "Bench and Bar of Philadelphia."

[2] Died April, 1754.

[3] During the occupation of Philadelphia by the British, Samuel Shoemaker was continued the first magistrate of police by the king's authority. He died Oct. 10, 1800, aged seventy-six years. (See *Poulson's Advertiser*, Oct. 11, 1800.) Mr. Westcott, in reply to a query, "How was the city governed during the Revolution, from 1776 to 1789?" in the *Sunday Dispatch* of Oct. 15, 1882, says, "The last election for mayor under the proprietary charter was on the 3d day of October, 1775, and there had been no meeting for six months previously. There was no meeting afterward until the 17th of February, 1776, and that was the last upon the minutes. Why the city charter was considered to be superseded by the events of the Revolution is a political rather than a legal question. By the events of the Revolution the people claimed to have succeeded to every right which the proprietaries had under the royal charter, and which the Assembly and every local government had. It was an accepted fact, after the 4th of July, 1776, that the old government was overthrown. The Convention of the State of Pennsylvania, in 1776, appointed a large number of justices of the peace for the city and county, among whom were Benjamin Franklin, John Dickinson, and George Bryan. They were required, before assuming their duties, to take an oath of allegiance to the State of Pennsylvania and renunciation of the authority of George III. Under the Constitution of 1776 justices were elected, two for each ward, etc., and they were commissioned March 28, 1777, for the city, and for the city and county June 6th of the same year. After that justices were appointed and elected for the city up to the time of the second city charter. No aldermen were appointed within that period. During the interval the municipal government was suspended. The affairs of the city seemed to have been carried on

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Samuel Powel, by the Councils	April	13, 1789
Samuel Miles, by the Councils	April	12, 1790
John Barclay, by the Councils	April	11, 1791
Matthew Clarkson, by the Councils	April	16, 1792
Hilary Baker, by the Councils	Oct.	21, 1796
Robert Wharton, by the Councils	Oct.	19, 1798
John Inskeep, by the Councils	Oct.	21, 1800
Matthew Lawlor, by the Councils	Oct.	20, 1801
John Inskeep, by the Councils	Oct.	15, 1804
Robert Wharton, by the Councils	Oct.	21, 1806
John Barker, by the Councils	Oct.	18, 1808
Robert Wharton, by the Councils	Oct.	16, 1810
Michael Keppele, by the Councils	Oct.	15, 1811
John Barker, by the Councils	Oct.	20, 1812
John Geyer, by the Councils	Oct.	19, 1813
Robert Wharton, by the Councils	Oct.	18, 1814
James Nelson Barker, by the Councils	Oct.	19, 1819
Robert Wharton, by the Councils	Oct.	17, 1820
Joseph Watson, by the Councils	Oct.	19, 1824
George Mifflin Dallas,[1] by the Councils	Oct.	21, 1828
Benjamin Wood Richards, by the Councils	April	—, 1829
William Milnor, by the Councils	Oct.	20, 1829
Benjamin Wood Richards, by the Councils	Oct.	19, 1830
John Swift, by the Councils	Oct.	16, 1832
Isaac Roach, by the Councils	Oct.	16, 1838
John Swift, by the Councils	Oct.	15, 1839
John Morin Scott, elected by the people	Oct.	12, 1841
Peter McCall, elected	Oct.	8, 1844
John Swift, elected	Oct.	14, 1845
Joel Jones, elected	Oct.	9, 1849
Charles Gilpin, elected	Oct.	8, 1850
Robert Taylor Conrad, elected; inaugurated	June	13, 1854
Richard Vaux, elected; inaug.	May	13, 1856
Alexander Henry, elected; inaug.	May	11, 1858
Morton McMichael, elected; inaug.	Jan.	1, 1866
Daniel Miller Fox, elected; inaug.	Jan.	4, 1869
William Strumburg Stokley, elected; inaug.	Jan.	1, 1872
Samuel George King,[2] elected; inaug.	April	4, 1881
William Burns Smith, elected	Feb.	19, 1884

High Sheriffs of Philadelphia.—By the frame of government, of April 25, 1682 (1 C. R., 27), the freemen of the counties were to elect annually, on April 23d, "a double number of persons to serve for sheriffs, justices of the peace, and coroners, for the year next ensuing, out of which respective elections and presentments the Governor, or his deputy, shall nominate and commissionate the proper number for each office the third day after the said presentments; or else the first-named in such presentment for each office shall stand and serve for that office the year ensuing." No sheriff could continue in office more than three successive years, or be capable of being again elected during four years afterward. By the Constitution, Sept. 4, 1790, article 6, section 1, the people were to elect two persons, the Governor to appoint one of them. (See also act of Sept. 29, 1789.) No person to be chosen twice in any six years. The same law applies to coroners, and should the sheriff die, the coroner of the proper county shall execute his office. They shall hold their offices for three years, and until a successor shall be duly qualified. The amended Constitution of 1838 says, in regard to sheriffs and coroners: One person shall be chosen for each office, who shall be commissioned by the Governor. Vacancies to be filled by an appointment, to be made by the Governor, until the next general election, and until a successor shall be duly qualified. The coroner to execute the duties of the office until another sheriff shall be duly commissioned. No person shall be chosen or appointed twice in any term of six years.

SHERIFFS OF PHILADELPHIA.

John Test,[3] mentioned	March	10, 1682–3
Benjamin Chambers, commissioned	Oct.	24, 1683
Samuel Hersent,[4] commissioned	Oct.	23, 1684
William Carter, commissioned	Nov.	19, 1686
John Claypoole[5] commissioned	18	9 mo., 1687
John White, in office	April	26, 1693
John Claypoole,[6] sworn in	April	29, 1693
Dr. John Crapp,[7] mentioned	21	3 mo., 1701
Thomas Farmer,[8] appointed	Oct.	25, 1701
John Finney,[9] appointed	10	6 mo., 1703
Benjamin Wright,[10] commissioned	Oct.	4, 1705
John Budd,[11] appointed	Feb.	6, 1705–6
John Finney,[12] in office	Jan.	27, 1706–7
Peter Evans, mentioned	April	18, 1707
John Budd, mentioned	May	19, 1712
Owen Roberts,[13] mentioned	Oct.	3, 1717
Owen Owen,[14] commissioned	Oct.	4, 1726
Charles Read, commissioned	Oct.	4, 1729
Septimus Robinson, commissioned	Oct.	3, 1732
Joseph Brientall, commissioned	Oct.	3, 1735
Septimus Robinson,[15] commissioned	Oct.	4, 1738
John Hyatt, commissioned	Oct.	3, 1741
Nicholas Scull, commissioned	Oct.	4, 1744
Richard Sewell,[16] commissioned	Oct.	3, 1747
Isaac Griffitts,[17] commissioned	Oct.	3, 1750
Samuel Morris, commissioned	March	6, 1752
James Coultas, commissioned	Oct.	4, 1755
Samuel Morris, commissioned	Oct.	25, 1758
Joseph Redman,[18] commissioned	Oct.	4, 1762
William Parr, commissioned	Oct.	4, 1764
Joseph Redman, commissioned	Oct.	5, 1767
Judah Foulke, commissioned	Oct.	4, 1770
William Dewees, commissioned	Oct.	4, 1773
William Masters,[19] elected	Oct.	—, 1776

by Councils of Safety, wardens, and street commissioners, officers having authority under old acts of Assembly. The wardens had control of lighting the streets, and the commissioners of paving them and keeping the highways in repair. We presume that there were no watchmen during the Revolution, except the military guards. In regard to offenses triable in the City Court, as there was no such tribunal during the Revolution, all cases of crime had to be tried in the Quarter Sessions for the county of Philadelphia, because in law, or, at least, by general consent, there was no city of Philadelphia in existence."

[1] By the act of April 4, 1796, the Councils were to elect the mayor on the third Tuesday in October. The act of April 10, 1828, repealed the fifth section of the act of April 4, 1796, requiring the mayor to be elected from among the aldermen, and authorized Councils to elect any citizen, and the act of June 21, 1839, gave the people the right to elect the mayor, Councils to elect where no candidate received a majority. In 1839, Swift was elected by Councils.

[2] Elected under the Constitution of 1873, on the third Tuesday in February, the term of office to commence the first Monday in April next ensuing.

[3] Mentioned as sheriff; late a merchant of London, and sheriff of Chester County. (See Smith's "History of Delaware County," 529.)

[4] Commission extended one year, and commission recorded; 1 C. R., 121.

[5] Held office until 4th 11 mo., 1689–90; 1 C. R., 280.

[6] He was deposed as clerk and sheriff Feb. 12, 1697–98; 1 C. R., 498.

[7] Chirurgeon (1 C. R., 478), mentioned as a former sheriff; 2 C. R., 15.

[8] He is mentioned as sheriff, June 20, 1700, in the State Paper Office, London. As former sheriff, July 14, 1701; 2 C. R., 20. He resigned his office "to transport himself to England," 10th 6th mo., 1703; 2 C. R., 96.

[9] John Budd was elected in October, 1704, but the Lieutenant-Governor refused to commission him, and continued Finney; 2 Logan Papers, 185.

[10] Ousted for an official failure Feb. 6, 1706; 2 C. R., 241, 369.

[11] In office until October, 1706; 2 Logan Papers, 185.

[12] Called "present sheriff." John Budd and Henry Flower were elected sheriffs Oct. 1, 1706; but the Lieutenant-Governor refused to notice their election, and Captain John Finney is called "present sheriff" (2 C. R., 308). Finney resigned Feb. 1, 1706–7.

[13] Mentioned as sheriff of the previous year, and re-elected. No sheriff mentioned by name in 1722, 1723, 1724, and 1725.

[14] Died Aug. 5, 1741.

[15] Died Jan. 7, 1767.

[16] In Colonial Records, Richard Sewell. (See 5 C. R., 120.) In Minutes of Common Council, 546, it is Shewell. His signature is Sewell; but these are but two spellings of the same family name.

[17] See 5 C. R., 561; March 6, 1752. Dismissed from office.

[18] See 3 Pa. Archives (1st series), 635. Sheriff for 1761 not named, no doubt Redman, as it appears to have been the rule to elect the same person for three years successively.

[19] He declined to act or qualify, and the office appears to have been vacant until June 13, 1777; 11 C. R., 217, 222.

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James Claypoole,[1] appointed	June	13,	1777
William Will, elected	Oct.	14,	1780
Thomas Proctor, elected	Oct.	20,	1783
Joseph Cowperthwaite, elected	Oct.	14,	1785
James Ash,[2] elected	Oct.	30,	1788
William Will, elected	1791	to	1794
John Baker, elected	1794	to	1797
Jonathan Penrose, elected	1797	to	1800
Israel Israel, elected	1800	to	1803
John Barker,[3] elected	1803	to	1807
William T. Donaldson, elected	1807	to	1810
Francis Johnston, elected	1810	to	1813
Jacob Fitler, elected	1813	to	1816
Thomas Truxton,[4] elected	1816	to	1819
Caleb North, elected	1819	to	1822
Jacob G. Tryon,[5] elected	Oct.	19,	1822
John Douglass,[6] appointed	1823	to	1826
Jacob Strembeck, elected	1826	to	1829
George Rees, elected	1829	to	1832
Benjamin Duncan, elected	1832	to	1835
John G. Watmough, elected	1835	to	1838
Daniel Fitler, elected	1838	to	1841
Henry Morris,[7] elected	——	—,	1841
William A. Porter,[8] appointed	Dec.	—,	1842
Morton McMichael, elected	1843	to	1846
Henry Lelar, elected	1846	to	1849
William Deal, elected	1849	to	1852
Samuel Allen, elected	1852	to	1855
George Megee,[9] elected	1855	to	1858
William H. Kern, elected	1858	to	1861
Robert Ewing,[10] elected	1861	to	1862
John Thompson, in office	1862	to	1864
Henry C. Howell, elected	1864	to	1867
Peter Lyle, elected	1867	to	1870
William B. Leeds, elected	1870	to	1873
William Elliott, elected	1873	to	1876
William H. Wright,[11] elected	1876	to	1880
Enoch Taylor, elected	1880	to	1883
George de Benneville Keim, elected	Nov.	7,	1883

Masters of Rolls and the Recorder of Deeds.—The office of master of rolls was created by the twentieth section of the laws agreed on in England, on the 5th day of the Third month (May 7), 1682, viz.: "And to prevent frauds and vexatious suits within said province, that all charters, gifts, grants, and conveyances of land (except leases for a year or under), and all bills, bonds, and specialties above five pounds, and not under three months, made in said province, shall be enrolled or registered in the public enrollment-office of the said province within the space of two months next after the making thereof, else to be void in law. And all deeds, grants, and conveyances of land (except as aforesaid) within the said province and made out of the said province shall be enrolled or registered as aforesaid, within six months after making thereof, and settling and constituting an enrollment-office or registry within said province, else to be void in law against all persons whatsoever." (See "Frame of Laws," 1 C. R., pp. 27, 28, secs. 17 and 18.)

The master of rolls was the keeper of the "Publique Records for the County of Philadelphia and for Entring of all Judgments of County, publique Proceedings of Justice, Legal Cases, and all other Instruments wch are by Law to be inrolled and Recorded" (1 C. R., 214). The office of recorder of deeds of Philadelphia was created by act of May 28, 1715, and was separated from that of the master of rolls by act of Assembly of March 14, 1777. Read's "Digest," 341; Dallas' "Laws," vol. i., 731. The second section names the recorder of deeds for each county. The Council appointed the master of rolls, the Assembly the recorder of deeds. The act of March 29, 1809, abolished the office of master of rolls. A portion of the roll-books are in the office of the Secretary of the Commonwealth, the rest in the office of the Secretary of Internal Affairs of this State. In McCaraher *vs.* The Commonwealth (5 W. & S., p. 26), it is said by Judge Sergeant, in delivering the opinion of the Supreme Court, that the office of recorder of deeds, "although unknown to the common law, has been coeval with our province and State, being part of the laws agreed upon in England between William Penn and the first purchasers, in 1682, and reduced after various efforts to a regular system by the act of 1715, which continues to be the foundation of our code on the subject, and this office may be said to form the pivot on which all our titles to real estate turn. The design of it has been to furnish a permanent record of all titles and muniments of real estate, and many of personal, to which parties may have recourse for exemplifications that have the same force and efficacy as the originals. But there is another equally if not more important design, which is to enable all persons to obtain knowledge of the state of titles to real estate by deeds and conveyances, and also of charges and encumbrances existing on them by way of mortgage."

THE MASTERS OF ROLLS.

Thomas Lloyd, by letters patent	27,	10 br.,	1683
Patrick Robinson, deputy	——	—,	1685
William Markham, in office	——	—,	1688
Thomas Lloyd,[12] in office	5	7 mo.,	1690
David Lloyd, deputy	1	1 mo.,	1689
Patrick Robinson, commissioned	June	15,	1694
David Lloyd,[13] in office	12 br.	7,	1697–98
Thomas Story, commissioned	4 mo.	25,	1700
Griffith Owen, deputy	May	11,	1702
Maurice Lisle, deputy	Feb.	1,	1705
Charles Brockden,[14] commissioned	May	28,	1715
William Parr, commissioned	Sept.	28,	1767
John Morris, Jr., commissioned	March	22,	1777
Matthew Irwin, commissioned	March	14,	1785
John M. Irwin, deputy	March	27,	1800
Timothy Matlack,[15] commissioned	April	14,	1800

The list of masters of rolls, printed in 9 Pa. Archives, 628 (2d series), is very imperfect and incorrect, for it is a matter of history that Charles Brockden was made recorder of deeds of the county

[1] See in 8 Archives, 321, his letter of June 14, 1780, in reference to his services.

[2] See 15 C. R., 567, 579.

[3] At the election in 1806, there was "no choice," and Barker remained in office until 1807.

[4] Commodore Thomas Truxton was a distinguished officer of the United States navy, from which he had resigned. He died in Philadelphia in 1822, aged seventy-seven years.

[5] Died in 1823.

[6] Afterward regularly elected and commissioned.

[7] Died suddenly Dec. 1, 1842. [8] Appointed by the Governor.

[9] Died Jan. 18, 1862, aged seventy.

[10] His election was contested successfully by Alderman John Thompson.

[11] See Constitution of 1873, article xiv. section 1.

[12] Resumed the office 5th Seventh month, which he claimed was his for life.

[13] 1 Archives, 125. Perhaps a deputy only

[14] A clerk and deputy (in 1712) under Mr. Story, and on his retirement was appointed and commissioned master of the rolls, and was in office over fifty-two years. Resigned 1767, and died Oct. 20, 1769, aged ninety-five years and six months.

[15] Timothy Matlack died April 15, 1829, aged ninety-nine years.

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of Philadelphia by the act of May 28, 1715, and at the same time appointed master of rolls, and that he held those offices for over fifty-two years, and until his retirement in 1767, so that Andrew Hamilton, Thomas Hopkinson, William Allen, Tench Francis, and Benjamin Chew never were the masters of rolls, nor did Andrew Allen ever hold such a position. On page 629 of the same work Arthur Cook is given as the first chief justice of the province from 1681 to 1684. As the Supreme Provincial Court was created by order of Council of "ye 1st of ye 2d mo.," 1684, and as the charter to William Penn was not signed until March 4, 1681, the statement is unaccountable, and a serious error in an official publication. The first chief justice was Dr. Nicholas More (not Moore), and C. J. Robeson's name was not Robson, as given. The register-general of wills in 1712 is called Hayne; it should be Mayne, the name of a distinguished Irish family. There are many other errors in the lists given, but they are not as important as those here corrected.

THE RECORDERS OF DEEDS.

Charles Brockden, by act of	May		28, 1715
William Parr, commissioned	Sept.		28, 1767
John Morris, Jr.,[1] by act of	March		14, 1777
Matthew Irwin, commissioned	March		10, 1785
Edward Fox, in office	1799	to	1809
James Carson, in office	1809	to	1815
Matthew Randall, in office	1815	to	1819
Isaac Worrell, in office	1819	to	1821
John Harrison, in office	1821	to	1824
George W. Riter, in office	1824	to	1830
Alexander McCarther, in office	1830	to	1836
Samuel Hudson Fisher,[2] in office	1836	to	1838
John Swift, for unexpired term	1838	to	1839
George Smith,[3] in office	1839	to	1842
Richard I. Lloyd, in office	1842	to	1845
Andrew Miller, in office	1845	to	1848
George W. Collahay, in office	1848	to	1851
Thomas Helm,[4] in office	1851	to	1854
Robert D. Wilkinson, in office	1854	to	1857
Albert D. Rolleau, in office	1857	to	1860
Alfred C. Harmer, in office	1860	to	1863
Lewis H. Broomall, in office	1863	to	1866
Joshua Thomas Owen, in office	1866	to	1869
John A. Houseman, in office	1869	to	1872
F. Theodore Walton, in office	1872	to	1876
David H. Lane, in office	1876	to	1879
Louis Wagner, in office	1879	to	1882
John O'Donnel, in office	1882	to	——
Joseph Kennard Fletcher, deputy	——	to	——

RECORDERS OF THE CITY OF PHILADELPHIA.

Thomas Story, by the city charter	Oct.	25, 1701
David Lloyd, by Common Council	——	—, 1702
Robert Asheton, by Common Council	Aug.	3, 1708
Andrew Hamilton, by Common Council	June	12, 1727
William Allen, by Common Council	Aug.	7, 1741
Tench Francis, by Common Council	Oct.	2, 1750
Benjamin Chew, by Common Council	Aug.	29, 1755
Andrew Allen,[5] by Common Council	June	25, 1774
Alexander Wilcocks, by Councils	——	—, 1789
Alexander J. Dallas, by Governor	——	—, 1801
Moses Levy, by Governor	——	—, 1802
Mahlon Dickerson, by Governor	July	22, 1808
Joseph Reed, by Governor	Oct.	—, 1810
Joseph McIlvaine,[6] by Governor	Aug.	19, 1829
John Bouvier, by Governor	Jan.	9, 1836
Samuel Rush,[7] by Governor	April	30, 1838
Richard Vaux,[8] by Governor	Aug.	1, 1841
Robert M. Lee, by Governor	May	18, 1847
Joseph Knox, by Governor	March	12, 1858
James Given,[9] by Governor	April	18, 1868
Matthew Stanley Quay,[10] by Governor	April	18, 1878
David H. Lane,[11] by Governor	Jan.	31, 1879

[1] Died March 9, 1785.
[2] Died December, 1838.
[3] Elected Nov. 11, 1839.
[4] Died Aug. 6, 1880, aged seventy-two.
[5] Andrew Allen was declared a traitor, and the office was vacant until 1789.
[6] Resigned in December, 1835.
[7] Resigned July 22, 1841.
[8] Resigned May 17, 1847.
[9] Given died Oct. 11, 1880, aged forty-six years.
[10] Appointed under the act of April 18, 1878; resigned Jan. 28, 1879.
[11] Ousted 1883.

Guardians of the Poor.—The Board of Guardians of the Poor is composed of twelve members. The Select and Common Councils meet in joint convention in June of each year, and elect four persons as members of the board to serve for three years in place of four whose terms are about to expire, one of whom so elected shall represent the political minority.

The board annually elects a president and such other officers as are necessary for the proper transaction of business.

Each member of the board takes an oath or affirmation that he will discharge the duties of the office of guardian of the poor truly and impartially to the best of his ability.

All indentures of apprenticeship by the guardians shall be executed in the name of the city of Philadelphia.

The said board appoint suitable persons as visitors of the poor; the said visitors are continued in office at the discretion of the board, and give such security for the faithful performance of their duty as may be required. It is the duty of the visitors to act as agents under the direction of the Board of Guardians, and when called upon by an applicant for relief, or by a citizen in behalf of any poor person, to visit such party without delay and, after full examination, to report, in writing, the particulars of the case to the next meeting of the board, stating the residence, name, age, sex, color, birthplace, number of children, if any, on receipt of which report, the board, if satisfied of the necessity of the case, directs the mode and determines the amount of relief to be furnished to such applicant, and causes the name, residence, and amount of relief directed to be furnished, to be entered in a book kept for that purpose: *Provided*, That in all cases of sudden emergencies, when the party cannot be removed to the hospital or almshouse, it is the duty of the visitor, with the consent of one of the guardians, to administer such relief as the case may require; the particulars of the case and the amount of relief are reported to the next meeting of the guardians. All relief granted to out-door poor is temporary.

The Board of Guardians are authorized to put out as apprentices to some trade or calling all poor children who become chargeable, that is, the children of such poor persons as are dead without leaving any property, or any kindred bound by law to maintain them, or who, if living, have deserted them; males to the age of twenty-one, and females to the age of eighteen years. And the said guardians are authorized to bind out, as aforesaid, all children that have received public support, either in the almshouse or

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children's asylum, although their parents demand their discharge from said institutions, unless the expenses incurred in their support be refunded.

The said board, annually, at the first stated meeting of Councils in the month of January, report to them a statement, in detail, of the receipts and disbursements made by them during the past fiscal year, and they, annually, not later than the 1st day of January, are required to report to Councils an estimate of the amount necessary for the expenses of their department during the then fiscal year, and the items of such expenses, with an estimate of their receipts for the same time.

The said board is required to keep an account with all the poor districts of Pennsylvania of all the outdoor relief furnished in behalf of paupers having a legal settlement therein according to the several acts of Assembly of Pennsylvania.

Warrants for the payment of appropriations made to the department are drawn by the president of the board, and at the time of the issue of any warrant the secretary takes a receipt for the same, which specifies its number, date, amount, and the service or supplies for payment of which is issued, and each warrant is accompanied by a bill containing the items which comprise the sum for which it is drawn. The bill is signed by the person claiming its amount, and to be delivered to the controller, and filed by him.

All moneys due to jurors, witnesses, and arbitrators, which shall remain in the hands of the sheriff of the city and county of Philadelphia, or any of the clerks, prothonotaries, or officers of any of the courts, or in the hands of the county commissioners, or their clerks, within the said city and county, and shall not be demanded by or paid over to the person or persons lawfully entitled to receive the same, and which shall not have been paid over or demanded within twelve months from the receipt thereof, shall belong to the said guardians of the poor, and shall be paid over to them; and the said sheriff, clerks, prothonotaries, officers, and county commissioners shall keep separate accounts of the said moneys, and furnish copies thereof to the said guardians of the poor on the first Tuesday in the month of January, in each and every year, and pay over the same forthwith to the said guardians for the use of the poor.

If any husband or father, being within the limits of this commonwealth, shall separate himself from his wife, or from his children, or from wife and children, without reasonable cause, or shall neglect to maintain his wife or children, it is lawful for any alderman, justice of the peace, or magistrate of this commonwealth, upon information made before him under oath or affirmation, by his wife or children, or either of them, or by any other person or persons, to issue his warrant to the sheriff or to any constable for the arrest of the person against whom the information shall be made as aforesaid, and bind him over, with one sufficient surety, to appear at the next Court of Quarter Sessions, there to answer the charge of desertion.

The information, proceedings thereon, and warrant shall be returned to the next Court of Quarter Sessions, when it shall be lawful for said court, after hearing, to order the person against whom complaint has been made, being of sufficient ability, to pay such sum as said court shall think reasonable and proper for the comfortable support and maintenance of the said wife or children, or both, not exceeding one hundred dollars per month, and to commit such person to the county prison, there to remain until he comply with such order, or give security by one or more sureties to the commonwealth, and to such sum as the court shall direct for the compliance therewith.

The father and grandfather, and the mother and grandmother, and the children and grandchildren of every poor, old, blind, lame, and impotent person, or other poor person within said city, not able to work, being of sufficient ability, shall, at their own charges, relieve and maintain every such poor person as the Court of Quarter Sessions shall order and direct.

The husband of every wife, whose father or grandfather, mother or grandmother, children or grandchildren, shall be poor, blind, lame, impotent, or otherwise unable to maintain himself or herself, and being within the said city, not able to work, shall, if of sufficient ability, at his or their own charges, relieve and maintain every such poor person as the Court of Quarter Sessions shall order and direct, on pain of forfeiting seven dollars for every month he shall fail therein: *Provided*, That such relief so furnished by such husband shall be demanded only where such husband shall have obtained possession of personal property, or be entitled to the rents and profits of real estate belonging to his said wife, and then only to the extent of the value of such property so acquired by his marriage.

It sometimes happens that men separate themselves without reasonable cause from their wives, and desert their children, and women also desert their children, leaving them a charge on the city, although such persons may have estates, rights, and credits which should contribute to the maintenance of such wives or children: Therefore, it shall and may be lawful for the guardians of the poor, in the city, having first obtained a warrant or order from one of the justices of the peace where such wife or children shall be so left or neglected, to take and seize so much of the goods and chattels, rights and credits, and receive so much of the annual rents and profits of the lands and tenements of such husband, father, or mother as such justice shall order and direct for providing for such wife, and for maintaining and bringing up such child or children; which warrant or order, being confirmed at the Court of Quarter Sessions, it shall and may be lawful for the said court there to make an order for the guardians of the poor to dispose of such goods and chattels, rights and credits, by sale or otherwise,

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or so much of them for the purpose aforesaid as the court shall think fit; to receive the rents and profits, or so much of them as shall be ordered by the said court, of his or her lands or tenements for the purposes aforesaid; and if no real or personal estate, rights and credits of such husband, father, or mother can be found, wherewith provision may be made as aforesaid, it shall and may be lawful to and for the said court to order the payment of such sums as they shall think reasonable for the maintenance of any wife or children so neglected, and commit such husband, father, or mother to the common jail, there to remain until he or she comply with the said order, give security for the performance thereof, or be otherwise discharged by the said court; and on complaint made to any justice of the peace of any wife or children there being so neglected, such justice shall take security from the husband, father, or mother, neglecting as aforesaid, for his or her appearance at the next Court of Quarter Sessions, there to abide the determination of such court, and for want of security to commit such persons.

Every master or commander of any ship, or other vessel arriving at the port of Philadelphia from any country out of the United States, or from any other of the United States than this State, shall, within twenty-four hours after the arrival of such ship or vessel in the said port, make a report in writing, on oath or affirmation, to the mayor of the city of Philadelphia, or, in case of his sickness or absence, to the recorder of said city, or to any alderman or justice of the peace, of the name, place of birth, and last legal settlement (if known), age, and occupation of every person who shall have been brought as a passenger in such ship or vessel on her last voyage from any country out of the United States into the port of Philadelphia, and of all the passengers who shall have been landed, or suffered or permitted to land from such ship or vessel, at any place during such her last voyage, or have been put on board, or suffered and permitted to go on board of any other ship or vessel with the intention of proceeding to said port, and of the name or names of the owner or owners and consignee or consignees of such ship or vessel, under the penalty on such master or commander, and the owner or owners, consignee or consignees of such ship or vessel, severally and respectively, of seventy-five dollars for every person neglected to be reported as aforesaid, and for every person whose name, place of birth, and last legal settlement, age, and occupation, or either or any of such particulars, or the name or names of the owners or consignees as aforesaid, shall be falsely reported as aforesaid.

It shall be lawful for the said mayor, recorder, alderman, or justice to require, by a short indorsement on the aforesaid report, every such master or commander of any such ship or vessel to be bound with two sufficient sureties (to be approved of by the said Board of Guardians), to the said (guardians of the poor of the city of Philadelphia), in such sum as the mayor, recorder, alderman, or justice may think proper, not exceeding one hundred and fifty dollars for each passenger not being a citizen of the United States, to indemnify and save harmless the said guardians and their successors, and the inhabitants of the city, from all and every expense or charge which shall or may be incurred by them for the maintenance and support of any such person, or for the support of the child or children of any such persons which may be born after such importation, in case such person, or any such child or children, shall at any time within two years from the date of said bond become chargeable to the said guardians of the poor, and the costs of the proceedings before the mayor and recorder shall be paid by the said master or commander, and a sum not exceeding two dollars for preparing said bond; and if any such master or commander shall neglect or refuse to give such bond within five days after such vessel shall have so arrived at the said port of Philadelphia, every such master or commander, and the owner or owners, consignee or consignees of such ship or vessel, severally and respectively, shall be subject to a penalty of five hundred dollars for each and every person not being a citizen of the United States, for whom the mayor or recorder shall have determined that bond should be given as aforesaid, to be sued for and recovered as hereinafter provided.

Every ship or vessel on board of which any such person, not being a citizen of the United States, may have been a passenger shall be liable for the said penalties.

Upon information given to the mayor or recorder of the city, or any two justices of the peace of the county of Philadelphia, that any old persons, infants, maimed, lunatics, or any vagabond or vagrant persons, are imported, come, or are brought within the said city, the mayor or recorder, or any two justices of the peace for the county of Philadelphia, shall cause such aged persons, infants, or impotent or vagrant persons to be brought before him, and if upon examination they shall judge that such person or persons are likely to become chargeable to the said city, it shall be lawful for the said mayor or recorder, or two justices of the peace, as aforesaid, by warrant or otherwise, to send for the master or merchant, or other person who imported any such infant, lunatic, aged, maimed, impotent, or vagrant person or persons, as are likely to become chargeable as aforesaid, and upon proof made of their being the importers or owners of such ship or vessel in which said infant, lunatic, aged, maimed, impotent, or vagrant person, who shall be judged likely to become chargeable, as aforesaid, were imported, then the said mayor or recorder, or any two of the justices, as aforesaid, shall and may compel the said master, merchant, or importer of such infant, lunatic, maimed, aged, impotent, or vagrant person or persons to give sufficient security to carry and transport such infant, lunatic,

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maimed, aged, impotent, or vagrant person or persons to the place or places whence such person or persons were imported or brought from, or otherwise to indemnify the inhabitants of the city from any charge that may come or be brought upon them by such infant, lunatic, maimed, aged, impotent, or vagrant person or persons: *Provided*, That any one feeling aggrieved may appeal to the Court of Quarter Sessions.

If any housekeeper or inhabitant of the said city shall take into, receive, or entertain in his or her house or houses any person or persons whomsoever (all mariners coming into this State, and every other healthy person coming from any foreign port immediately into the said State, only excepted), being persons who have not gained a legal settlement in some other township, borough, or place within this State, and shall not give notice in writing, which they are required to do within three days next after the taking into or entertaining any person or persons in his or her house, within the said city, to the guardians of the poor, or some of them, of the said city, such inhabitant or housekeeper, being thereof legally convicted by testimony of one credible witness, on oath or affirmation before any one justice of the peace residing in the said district or township, shall forfeit and pay the sum of four dollars for every offense, the one moiety for the use of the poor of said city, and the other moiety to the informer, to be levied on the goods and chattels of the delinquent, and for want of sufficient distress, the offender to be committed to the jail of the city and county of Philadelphia, there to remain without bail or mainprise for the space of ten days. In case the person or persons so entertained or concealed shall become poor and unable to maintain him or herself, and cannot be removed to the place of his or her last legal settlement in this or any other State, if any such he or she hath, or shall die, and not have wherewithal to defray the charges of his or her funeral, then in such case the housekeeper or person convicted of entertaining or concealing such poor person shall be obliged to provide for and maintain such poor and indigent person or persons; and in case of such poor person's death shall pay the guardians of the poor so much money as shall be expended on the burying of such poor and indigent person or persons; and upon refusing so to do, it shall be lawful for the guardians of the poor in the city, and they are required to assess a sum of money on the person or persons so convicted, from time to time, by a weekly assessment, for maintaining such poor and indigent person or persons, or assess a sum of money for defraying the charges of such poor person's funeral, as the case may be; and in case the party convicted shall refuse to pay the sum of money so assessed or charged to the guardians of the poor, for the uses aforesaid, the same shall be levied on the goods and chattels of the offender, but if such person have no goods to satisfy the money so assessed for him or her to pay, then said justices may commit the offender to prison, there to remain until discharged in the manner provided by law.

Where any person not having legal settlement within the city shall be relieved and provided for temporarily by the guardians of the poor, it is lawful for the guardians to transmit with the poor and indigent person or persons so as aforesaid relieved, to his last place of legal settlement, a bill containing the amount of money expended in the relief of such poor or indigent person or persons, certified under the seal of the corporation, and attested by the oath or affirmation of the guardian furnishing or expending the same, which bill shall be received by the overseers or justices of the township or place where the said poor or indigent person or persons were last legally settled, and the overseers of the place or township to which such poor and indigent person or persons shall be so as aforesaid removed, shall be liable to pay the amount adjudged to be due, whether notice has been given to them or not, of the pauper's being within the city of Philadelphia.

If any poor person or persons shall remove out of the city of Philadelphia into any other township, borough, or place within this State, or shall remove out of any borough, township, or place into the said city, and shall fall sick or die before he or she hath gained a legal settlement in the said city, district, or township, or other township or borough to which he or she shall come, so that such person or persons cannot be removed, the guardians of the said city or overseers of the said other township or borough into which such person or persons is or are to come, or one of them, shall, as soon as conveniently may be, respectively give notice to the overseers of such township or borough, or to the guardians of the said city (as it may happen to be necessary), where such person or persons had last gained a legal settlement, or to one of the said overseers or guardians, of the name, circumstances, and conditions of such person or persons. And if such overseers of a township or borough, or guardians of the said city to whom such notice shall be so given, shall neglect or refuse to pay the money expended, as well before as after the said notice, for the use of such poor person or persons, and to take order for relieving and maintaining such poor person or persons, or in case of his, her, or their death, before notice can be given as aforesaid, shall, on request being made, neglect or refuse to pay the money expended in maintaining and burying such poor person or persons, then and in every such case it shall be lawful for any two justices of the county where such poor person or persons were last legally settled, and they are hereby authorized and required, upon complaint made to them, to cause all such sums of money as were necessarily expended for the maintenance of such poor person or persons during the whole time of his, her, or their sickness; and in case he, she, or they die, for his, her, or their burial by warrant under

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their hands and seals, to be directed to some constable of the said city, township, or borough, to be levied by distress and sale of the goods and chattels of the said guardian or guardians, overseer or overseers of the poor so neglecting or refusing to be paid to the guardians or overseers aforesaid, where such poor person or persons happened to be sick or to die as aforesaid.

The Board of Guardians are authorized whenever any person or persons shall be received into the almshouse, to inquire into the situation and circumstances of such persons, and into the causes which have produced his or her application for relief; and if in the opinion of said guardians the case shall be such as to make it expedient, they shall cause to be opened in the books of the almshouse an account with the person or persons so received, and shall charge him, her, or them, a fair and moderate price for the maintenance and other articles furnished for their relief; and shall credit such persons with a just and liberal allowance for any work they may perform or services they may have rendered; and persons who may be sent to the hospital and cured of any disease brought on by vicious habits shall be removed to the house of employment; and also, any idle, disorderly, and vagrant person who may be sent to the said almshouse by any of the said guardians, may be detained in the said house by the Board of Guardians, and compelled to perform such work and services as the said board may order and direct, until they have compensated by their labor for the expenses incurred on their account, unless discharged by special permission of the Board of Guardians; and it shall be the duty of said Board of Guardians to furnish such person or persons as aforesaid with sufficient work and employment, according to their physical abilities, so that the opportunity of reimbursement may be fully afforded; and the said Board of Guardians are authorized and empowered to exercise such power as may be necessary to compel all persons within the said almshouse and house of employment to do and perform all such work, labor, and services as may be assigned to them by the said Board of Guardians: *Provided*, The same be not inconsistent with the condition or ability of such person.

The several constituted authorities having care and charge of the poor in the respective counties, districts, and townships of this commonwealth have authority to send to the asylum such insane paupers under their charge as they may deem proper subjects; and they shall be severally chargeable with the expenses of the care and maintenance and removal to and from the asylum of such paupers.

If the guardians, directors, or overseers of the poor, to whom any patient who shall be in the asylum is chargeable, shall neglect or refuse, upon demand made, to pay to the trustees the expenses of the care, maintenance, and removal of such patient, and also, in the event of death, of the funeral expenses of such patient, the said trustees are authorized and empowered to collect the same as debts of a like nature are collected.

The appropriations of the guardians of the poor for 1882 were:

Hospital department	$29,615
Insane department	13,598
Children's asylum	1,467
House generally	316,069
Manufacturing department	20,730
Farm and Blockley estate	11,527
Out-door expenses	26,410
Deficiency bill, 1876-77	1,150
Cost of Marston Street sewer	552
	$422,118

PRESIDENTS OF THE BOARD OF THE GUARDIANS OF THE POOR.

1830. Thomas P. Cope.	1857. James D. Brown.
1835. George W. Jones.	1858. Dr. George Huhn.
1847. William G. Flanagan.	1859. Elhanan W. Keyser.
1848. Daniel S. Beideman.	1860. John M. Maris.
1849. William G. Flanagan.	1865. George Erety.
1852. Michael Day.	1868. John M. Whitall.
1853. Robert P. King	1874. John P. Verree.
1854. Frederick M. Adams.	1876. James S. Chambers.
1855. Joseph B. Smith.	1882. John Huggard.
1856. Oliver Evans.	1883. Edward F. Hoffman.

Water Department.[1]—Councils elect every three years a chief engineer of this department. He has charge of the water-works, including mill-houses, steam-engine houses and their machinery, the reservoirs, pipes, mains, dams, fire-plugs, property and fixtures connected with the same, and he exercises control over all the officers connected therewith, assigns and directs their duties. He makes an annual report to Councils, prepares all plans of construction, makes all necessary estimates connected with the works whether for construction or repairs, certifies all accounts, bills, and contracts for materials purchased or labor performed under his direction, notifies Councils of all breaches of contract, supervises and contracts for laying down mains, pipes, and fixtures.

The chief engineer appoints three assistants, who shall be civil engineers, one general superintendent of works, one engineer's clerk, to be chief clerk of the department, one assistant clerk, one superintendent of city repair-shops, one draughtsman, ten engineers at works, one register, one chief clerk of register's department, one receiving clerk, two permit clerks, six general clerks, six purveyors, who give security in the sum of five thousand dollars, fourteen inspectors, one messenger, one pipe clerk, one muster clerk, and one telegraph operator.

The chief engineer gives bond in the sum of ten thousand dollars.

The water purveyors have charge of all the mains, pipes, stop-cocks, fireplugs, and other fixtures appertaining to the distribution of the water through the city, and personally attend to the laying of new pipes as well as the repairs of the pipes, fireplugs, and other fixtures that require it, to shut off the pipes

[1] The history of the water-works of Philadelphia is given in the narrative of volume I. of this work.

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for repairs on account of leaks, to shut off water, to cut off such pipes on premises on which the water-rent has not been paid, to keep an account of all new pipes laid or repairs made.

The register makes assessments of water-rents in manufacturing and other establishments where large quantities are used, receives all water-rents, and makes return of them to the controller, and turns the money over to the treasurer.

The permit clerks attend to their respective sub-offices, issue all permits under the supervision of the register, and make weekly returns to the register of all permits issued and moneys received, and perform such other duties as directed by the chief engineer.

The inspectors examine all premises where water is introduced, and return to the register an account of all connections and openings on the premises and their uses, such as the number of hydrants, baths, water-closets, fountains, etc., and other rate of charge as fixed by Councils, distribute the water-rent bills and notices, and examine and report cases of fraudulent use of water and abuse of permits, etc.

Whenever the chief engineer shall issue a warrant, he shall at the same time take a receipt which shall specify its number, date, and amount, and the services or materials for payment of which it is issued; and every warrant shall be accompanied by a bill which shall contain the items which compose the sum for which it is issued, signed by the person in whose favor the warrant is drawn, and the said bill is delivered to the controller and filed by him.

Whenever the pipes for conveyance of water shall have been laid in any square of street or highway, the chief engineer of the water-works shall, within five days thereafter, inform the surveyor of the district within which the said street is situated, and the said surveyor shall, within ten days thereafter, assess the expense of laying such pipes at the sum hereinbefore mentioned, against the several owners of ground fronting said street, in proportion to their respective fronts thereon, and make out duplicate bills therefor, which he shall deliver to the chief engineer of the water-works; and the said engineer shall cause one of said bills to be delivered by one of the inspectors in the department for supplying the city with water, to the owner or owners of ground aforesaid; or, if the owner be unknown or cannot be found, placed upon the premises, and the other thereof he shall deliver to the register in said department. The said bills shall contain a printed notice that the amount thereof is payable to the register, and that if the same be paid within thirty days from the day of such delivery, a deduction of five per centum will be made thereon, and that if not paid within four months therefrom, a claim for the same will be filed. Every bill so delivered to the register shall have noted thereon, by the proper inspector, the date of the delivery of its duplicate to the person charged therein, or of its being left on the premises as aforesaid. And at the end of four months from such date of delivery, or being left as aforesaid, and within five days thereafter, the register shall return to the said surveyor the bills in his hands unpaid, whereupon the said surveyor shall, within five days, prepare a full description by metes and bounds of each property whose owners shall not have paid the amount charged against him, and deliver the same, with said bill, to the city solicitor, who shall forthwith file claims for, and proceed to collect the same as it is now practiced and allowed by law, and when the amount of any such claim is collected and received by him and paid to the city treasurer, he shall inform the register thereof.

Whenever any pipes for the conveyance of water shall be laid in any of the streets or highways, the owners of the ground in front whereof the same shall be laid shall pay for the expense thereof the sum of one dollar for each foot of their ground upon such street: *Provided*, That on all corner lots an allowance shall be made of one-third the length of their fronts, but such allowance shall be always and only on the street or highway running at an angle to the street or highway in which pipe shall have been previously laid and paid for, but in no case shall the allowance exceed fifty feet on any corner lot.

It is obligatory on the chief engineer of the survey department to furnish the city controller with a statement of all bills for the laying of water-pipes, at the same time that they are sent to the register of the water department. At the expiration of four months from the time the register of the water department receives the bills for water-pipe, he shall then furnish the city controller with a statement of all unsettled bills sent to the city solicitor for collection.

All water-rents shall be payable to the register of water-rents at his office, annually, in advance, on the second Monday of January; and upon all water-rents unpaid upon the 1st day of May in any year, there is charged the sum of five per centum, and upon all rents unpaid on the 1st day of July in any year there shall be charged an additional sum of ten per centum; and if such rent, with the said additional charges, shall remain unpaid on the 1st day of September in any year, the said register shall notify the chief engineer of the water-works of the names of such delinquents, who shall cause the ferrules of all such delinquent water-tenants to be detached from the pipe of conduit, and suit be instituted for the recovery of such rent; and after such ferrules shall have been detached the water shall not again be supplied or furnished to the said premises, except upon payment of all arrears of water-rent, and the sum of two dollars for expenses incurred; and a printed notice shall be left upon the premises.

The following are the rates charged:

Dwellings.—One-half dwellings (one room on a floor), without hydrant or sink on premises, $2.50; three-quarter dwellings (one room on a floor and kitchen), without hydrant or sink on premises, $3.75; other

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dwellings, without hydrant or sink on premises, $5; all dwellings with hydrant or sink, or hydrant in yard and sink in kitchen, with hot or cold water, $5.

Wash-Pipes.—Screw nozzles on hydrants or elsewhere, $3; for watering horses, $10.

Wash-Basins or Sinks.—In private dwellings (kitchen excepted), each $1; in hotels or boarding-houses, each $3; in drug-stores, attached to dwellings, each $2.50; in stores, attached to dwellings, each $2; in stores, attachment from main pipes, each $5; in public buildings and halls, each $3; in barber-shops, one basin or outlet, each $3; in barber-shops, each additional outlet, $1.

Slop-Sinks.—In boarding-houses, hotels, etc., each $4.

Wash-Tubs.—(Stationary) each partition, $1.

Baths (hot and cold, or either).—In private dwellings, each $3; attached to main pipe, each $5; in hotels and public bath-houses, each $6; shower-baths in private dwellings, each $1; shower-baths in hotels and public bath-houses, each $2.

Water-Closets, Urinals, Bidets, and Foot-Tubs.—In private dwellings, each $1; in stores, factories, etc., self-acting, each $2; in stores, factories, etc., all others, each $3; in hotels, boarding-houses, self-acting, each $3; in hotels, boarding-houses, all others, each $5.

Stables.—Without water on premises, each stall and each carriage, $1; with water on premises, not exceeding five stalls or carriages, $5; accommodating farmers, each stall, 50 cents.

Bars.—With or without water, each $10.

Hotels and Boarding-Houses (in addition to opening charges).—For boarders to the number of ten, $5; for boarders to the number of twenty-five, $10; each additional twenty-five, $5.

Boarding and Private Schools.—Each pupil, 3 cents.

Family Bakeries.—In addition to dwelling charges, $3.

Ice-Cream Saloons.—In addition to dwelling charges, $3.

Eating- and Oyster-Saloons.—In addition to dwelling charges, $5.

Market-Houses.—Each stall, 25 cents.

Fish-Stalls.—Each, $5.

Photographers.—One operator, $10; each additional operator, $5.

Hatters' Blocks.—Fours per set, $8; sixes per set, $10; eights per set, $12.

Brickyards.—Per gang of men, $5.

Steam-Engines.—Each horse-power, $3.

Steam-Boilers.—Each horse-power, $3.

Dye-Works.—Each hand on tubs used, $10.

Vinegar Establishments.—According to capacity, from $10 to $20.

Dye- or Wool-Washers.—Each 100 gallons, 2 cents.

Skin-Dressers.—Each 100 gallons, 2 cents.

Malt-Houses.—Each 100 gallons, 2 cents.

Packet Steamers and Vessels.—Each 100 gallons, 5 cents.

Breweries.—Each 100 barrels, $2.

Other Establishments.—Each 100 gallons, 2 cents.

Fountains.—Counter in stores, $\frac{1}{16}$-inch jet, $5; garden, etc., $\frac{1}{8}$-inch jet, 10 hours per day, 6 months, $6; garden, each additional jet, 10 hours per day, 6 months, $1.50; garden, $\frac{1}{4}$-inch jet, 10 hours per day, 6 months, $7.50; garden, each additional jet, 10 hours per day, 6 months, $2.50; garden, $\frac{1}{4}$-inch jet, 10 hours per day, 6 months, $14; garden, each additional jet, 10 hours per day, 6 months, $9; garden, $\frac{1}{2}$-inch jet, 10 hours per day, 6 months, $32. (No ferrule larger than $\frac{1}{2}$ inch granted for fountains exclusively.)

Green- or Hot-Houses.—With or without water, each $5.

Building Purposes.—Bricks, per thousand, 5 cents; stone, per perch, 2 cents.

Water-Meter Rate.—Each thousand cubic feet, $1.25.

For a Flow of Water Twelve Hours Per Day.—From $\frac{1}{4}$-inch ferrule, per annum, $200; from $\frac{3}{8}$-inch ferrule, per annum, $315; from $\frac{3}{4}$-inch ferrule, per annum, $450; from 1-inch ferrule, per annum, $800. The water-rent for meters used for church organs shall be assessed at the rate of from $10 to $25 per annum, according to capacity, and subject to water-rates at the discretion of the chief engineer.

The water-rents for all charitable institutions at fifteen per cent. of the regular schedule rates charged for the use of water.

The city water department has 772 miles of pipe under ground, and supplies with water 151,096 dwellings, 67,011 bath-rooms, 6119 fire-plugs, and has an average daily pumpage of 67,647,782 gallons of water.

The chief engineer of the department for supplying the city with water reports, for the year 1882, that the receipts amounted to $1,495,483.59, and the expenditures were $660,958.45.

The itemized table of revenue and expenditures from annual and special appropriations and loans, shows—

Total revenue in twenty-eight years, 1855–82, was $25,343,252.08; expenditures, $17,190,896.

The average percentage expenditures on the basis of receipts in twenty-eight years, 1855–82, sixty-eight per cent.

In twenty-eight years, 1855–82, the quantity of water pumped by steam-power, one hundred feet high, was 287,910,247,143.

In twenty-eight years, 1855–82, the quantity of water pumped by water-power, one hundred feet high, was 182,393,609,671.

In twenty-eight years, 1855–82, cost to maintain the steam pumpage, $4,408,398.08.

In twenty-eight years, 1855–82, cost to maintain the water pumpage, $1,541,371.04.

In twenty-eight years, 1855–82, expense to maintain the works, $5,949,769.12.

In twenty-eight years, 1855–82, expenditures of all kinds, except interest, $17,190,896.

In twenty-eight years, 1855–82, cost of distribution, $6,702,866.31.

In twenty-eight years, 1855–82, cost of machinery (construction) plant, $1,520,315.15.

In twenty-eight years, 1855–82, cost of buildings, grounds, and reservoirs, $2,984,800.05.

In twenty-eight years, 1855–82, cost of incidentals, $33,145.37.

The following analysis of the water taken from the forebay of the Fairmount Water-Works, Feb. 9, 1872, is by Dr. Charles M. Cresson. The figures show the total amount of solid matter of all kinds contained in one United States standard gallon of water, containing two hundred and thirty-one cubic inches.

Water collected at the forebay of the Fairmount Water-Works, Feb. 9, 1872; no water had flowed over the dam for sixteen days:

	Grains in one gallon.
Condition of the sample	Clouded.
Amount of sediment in one gallon	1.9240.
Acid or alkaline	Alkaline.
Scum on boiling	None.
Total solid matter	6.2937.
Total after ignition	4.7250.
Total organic matter, carbonic acid, etc	1.5687
Ammonia, free	0.0006985.
Ammonia, albuminoid	0.004656.
Nitrogen, from nitrates and nitrites	0.071900.
Sewage	0.046500.
Sulphuric acid, free	None.
Sulphuric acid, in combination	1.186700.
Chlorine, free	None.
Chlorine, in combination	0.260300.
Magnesia	0.149700.
Alumina and oxides of iron and silica	0.548100.
Lime	0.604800.

Total solid matter in one United States gallon of water:

	Analyzed by	Total grains.
Schuylkill	Prof. Boyer (in 1842)	4421
Schuylkill	Booth & Garrett (1854)	6314
Schuylkill	Booth & Garrett (1862)	5983
Schuylkill	F. C. Phillips (1870)	4491
Schuylkill	C. M. Cresson (1872)	6294
Delaware	Wurtz	3480
Croton, N. Y.	Chandler (1870)	6873
Jersey City and Newark	E. W. Horsford	7449
Cleveland, Ohio	J. L. Cassels	6270
Chicago (Lake Tunnel)	Blaney	6689
Albany, N. Y.	Horsford	10,780
Rochester, N. Y.	Chandler	10,250
Syracuse, N. Y.	Chandler	13,030
Brooklyn, N. Y.	Chandler	3920
Boston, Mass.	Horsford	3110
London, England	Letterly	16,389
Paris, France		8890

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Surveys and Surveyors.—The city is divided into twelve survey districts, and one surveyor for each district is elected by Councils. The twelve surveyors constitute the Board of Surveyors. Councils elect a chief surveyor and engineer, who serves five years, at a salary of three thousand dollars per annum. The district surveyors each receive five hundred dollars per year. All the public plans of town lots are deposited in the office of the Board of Surveys, subject to public inspection.

The said Board of Surveyors, under the direction of Councils, have authority to alter the lines and regulate the grades of any street or streets which may have been laid out upon any of the public plans, but not opened, subject to the approval of the Court of Quarter Sessions.

The chief engineer and surveyor shall, by and with the advice and consent of the Select Council, appoint the following officers, viz.: A recording clerk, whose duty it shall be, under his directions, to assist in the charge of the office, in recording documents, and in such business as may be required by said chief engineer and surveyor. He shall act as secretary of the Board of Surveyors, and keep regular minutes of their proceedings. A draughtsman, who shall make and copy such drafts and plans pertaining to the business of the department as the chief engineer and surveyor may require; and a rodman, who shall act as messenger, whose duties shall be prescribed by the said chief engineer and surveyor.

The chief engineer shall have the superintendence and direction of all surveys and regulations as authorized by acts of Assembly and ordinances of the several districts of the city of Philadelphia. He shall preside as president of the Board of Surveyors at all stated and special meetings of the said board, and be entitled to vote upon all questions. He shall, as chief engineer and surveyor, sign all plans and profiles of surveys, regulations, bridges, and culverts, when acted on by the said Board of Surveyors. He shall furnish the department of highways with all plans and specifications for laying out, grading, and regulating streets and public ways, and for bridges, culverts, location of inlets, or other improvements to be done under the superintendence of said department, and under the direction of the said chief engineer and surveyor.

The district surveyors shall, in their respective districts, lay out and survey the same, as may be requisite from time to time, and designate the proper lines, levels, and grades, as established by the confirmed plan of such district as he may have in charge. All general plans for sewers, bridges, or other improvements, to be constructed under the direction of the chief engineer and surveyor, shall be approved by the Board of Surveyors, to be decided thereby, and no contracts for such improvements, whether of culverts or bridges, shall be executed or work commenced until the chief engineer and surveyor shall certify that the plans thereof have been approved by said board; and when built or constructed by contract, no estimate shall be paid without his certificate as to its correctness.

Each district surveyor shall keep an accurate record, in a book provided by the city for that purpose, of all surveys and adjustments of party lines, and also furnish duplicates thereof to the chief engineer and surveyor within one month after the same is made, and also such plans of such parts of said district, and in such form, and with such details as said chief engineer shall from time to time require for official purposes; and such plans, surveys, records, minutes, notes, memoranda, and regulations, whether in the principal office or in the respective offices of the district surveyors, are the property of the city of Philadelphia, and shall be delivered up to their successors in office on the termination of their official service.

The district surveyors and regulators shall be required to attend to all surveys to be made with a view to the erection of new buildings, or other work, in their respective districts, within four working days after notice so to do.

No person shall begin the foundation or erect any building or buildings adjoining to or upon any street, road, lane, court, or alley, or on the line of his, her, or their neighbors' ground, without first applying to and having the line or lines thereof regulated and marked by the surveyor and regulator of the district; or shall deviate therefrom by extending his, her, or their building or buildings beyond any or either of the lines or boundaries marked as aforesaid (unless determined otherwise by appeal).

The district surveyors shall be allowed to charge and demand, in advance, the following from the owners of property ordering the work to be performed, or against whom the same is properly chargeable, namely: For surveying and regulating each lot of not more than twenty feet in width, three dollars. Each lot of more than twenty and not over forty feet in width, four dollars. Each lot of more than forty and not over sixty feet in width, five dollars. Each lot of more than sixty and not over one hundred feet in width, six dollars; and for each additional foot in width, two cents. For measuring and making returns of paving and curbing, two cents per linear foot of property on each side, payable by contractor. For furnishing heights and stakes for resetting curb, seventy-five feet continuously or under, one dollar and fifty cents; for each additional foot, two cents. For measuring and making returns of repaving and paving new intersections, two cents per square yard, to be paid by contractor. And they shall be entitled to demand and receive from the city corporation the following, viz.: For measuring, making drawings, and returns for water-pipes, two cents per linear foot of property on each side, inclusive of description for liens for pipe laid. For gutter or grading stakes, one cent per linear foot. For furnishing heights and stakes one hundred feet or less of new curbing, two

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dollars and fifty cents; and two cents per foot for each additional foot. For preparing liens for municipal claims, each (exclusive of water-pipe liens), one dollar. For surveys and duplicate sectional plans for line regulations, per acre, two dollars. For surveys and duplicate sectional plans for grade regulations, per acre, one dollar and fifty cents. For duplicate sectional plans, comprising both line and grade regulations, per acre, three dollars. For superintendence of branch culverts with lines and levels, property plans and assessment bills, with certificate that specifications have been complied with, per linear foot, six cents, payable by contractor.

The chief engineer and surveyor shall cause to be made books of plans of the city, divided into sections so far as the streets of the said city are laid out, which shall show the situation and dimensions of each property therein, with the city numbers thereof, and who are the owners, with such succession of blank columns as will permit the names of future owners to be entered therein, with the dates of transfer, and with index for recording such names alphabetically.

To enable the chief engineer and surveyor of the city to keep up the said books of plans, it shall be the duty of every seller and buyer of ground upon the planned plot of the city of Philadelphia to make report to him of every conveyance made, with the precise dimensions and locality of the premises, and, so doing, the same shall be received without charge, and noted on the deed of conveyance, by the assistant of the said chief engineer and surveyor; but if said seller and buyer shall both omit said duty, the recorder of deeds of the said county of Philadelphia shall not admit the deed of conveyance to record in his office without charging fifteen cents for each lot described therein; and it shall then be his duty to furnish the proper description of such lot or lots, with the date of conveyance, and names of grantor or grantee, within one month, into the office of the department of surveys, under the penalty of one dollar for each omission, to be recovered as penalties for taking unlawful fees are recovered, for the use of the said city; and it shall be the duty of every purchaser of houses and lands at judicial sales, and of every one to whom an allotment in partition shall have been made, and of every devisee by will, to make return to the chief engineer and surveyor of the purchase he has made, or allotment he has received, and of all devises made to him by will, with descriptions as aforesaid, which the said chief engineer and surveyor shall receive without charge; but if he shall not have done so simultaneously with the completion of his purchase, or on partition effected, or if on probate of any will the devisee shall not have done so as to any houses or lands in the said city, purchased, allotted, or devised, it shall be the duty of the clerk or prothonotary of the proper court, under whose authority such judgment or partition shall have been made, and for the register of wills to furnish such descriptions as are above required of the recorder of deeds, so far as the wills to be proved in his office shall enable him to do so, for the like charge, and under the same penalty; and the clerk or prothonotary and register may make such charge against such purchaser or party taking in partition, or devisee, on delivery of the deed, certifying proceedings in partition, or granting probate of the will, and that whether the same be in trust, or for any estate for life only, or otherwise, unless the party interested shall produce to him or them the certificate of the chief engineer and surveyor that such duty has been performed.

If neither the seller or buyer, devisee or heir, or other party, who has acquired title to houses and lands in the said city, shall have furnished the description of the property sold, as aforesaid, both he who may have parted with and he who acquired title shall be liable for the taxes thereafter assessed thereon, without right of reclamation or contribution therefor, either against the other, and if the lands or houses sold be afterward sold for taxes thereafter accruing as a lien by record, before said duty shall have been performed, the purchaser shall acquire title as now he may by law within the county of Philadelphia; but if the said duty of making the return, as required by this act, shall have been discharged by the party who shall have acquired title before the tax accrued, as a lien of record, for which the same shall have been sold, the purchaser at the tax sale shall not acquire the title of such person who shall have performed such duty, or of his heirs or assigns, unless the same shall have been made in the name of such owner after the service of process upon him.

The greater part of Philadelphia is laid out in parallelograms, with the streets at right angles to each other, making the system of numbering houses a simple one. The houses on streets running east and west are numbered by hundreds, beginning at Front Street, near the Delaware River. The houses on the south side bear even numbers, those on the north side uneven numbers. Thus, on the north side of Chestnut Street, beginning at Sixth and going west, the numbers are 601, 603, 605, etc.; on the south side the numbers are 600, 602, 604, etc. At Seventh Street the numbers in 700 begin, and so each successive street begins a hundred of its own number.

Market Street is taken as a dividing-line between north and south for numbering houses on streets running north and south. The even numbers are on the west side of these streets, the uneven numbers on the east side. No. 1 "north" and No. 1 "south" begin at Market Street. No. 100 north begins at Arch Street, the first principal street north of Market; No. 100 south begins at Chestnut, the first principal street south of Market. The following are the names of the streets running parallel to Market Street, north and south thereof. The numbers signify the number which is given to the houses north or south, as the case may be, of the street to which it is attached.

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Those streets having no numbers are narrow or short streets between the principal avenues:

No.	North.	No.	South.
1	Market.	1	Market.
	Filbert.		Jayne.
	Commerce.		Merchant.
	Church.		Minor.
100	Arch.	100	Chestnut.
	Cherry.		Sansom.
			Library.
			Dock.
200	Race.	200	Walnut.
	Branch.		Locust.
	New.		
300	Vine.	300	Spruce.
	Wood.		Union.
400	Callowhill.	400	Pine.
	Willow.	500	Lombard.
	Noble.		Gaskill.
	Margaretta.		
500	Buttonwood.	600	South.
	Spring Garden.	700	Bainbridge.
600	Green.		Monroe.
	Mount Vernon.		Fitzwater.
	Wallace.		German.
	Melon.	800	Catharine.
700	Fairmount Avenue.		Queen.
	Olive.	900	Christian.
800	Brown.		Marriott.
	Parrish.	1000	Carpenter.
	Ogden.	1100	Washington Avenue.
900	Poplar.		Ellsworth.
	Laurel.	1200	Federal.
	Beaver.		Marion.
	George.	1300	Wharton.
1200	Girard Avenue.	1400	Reed.
	Stiles.	1500	Dickinson.
1300	Thompson.		Greenwich.
	Seybert.	1600	Tasker.
1400	Master.	1700	Morris.
1500	Jefferson.		Pierce.
1600	Oxford.	1800	Moore.
1700	Columbia Avenue.		Sigel.
1800	Montgomery.	1900	Mifflin.
1900	Berks.	2000	McKean.
2000	Norris.	2100	Snyder.
	Otis.	2200	Jackson.
2100	Diamond.	2300	Wolf.
2200	Susquehanna Avenue.	2400	Ritner.
2300	Dauphin.	2500	Porter.
2400	York.	2600	Shunk.
2500	Cumberland.	2700	Oregon Avenue.
2600	Huntingdon.	2800	Johnson.
2700	Lehigh Avenue.	2900	Bigler.
2800	Somerset.	3000	Pollock.
2900	Cambria.	3100	Packer.
3000	Indiana.	3200	Curtin.
3100	Clearfield.		
3200	Allegheny Avenue.		

The following lists give the names of the principal city surveyors and regulators and assistants to date:

PRINCIPAL CITY SURVEYORS.[1]

Thomas Holme, surveyor-general	18	2 mo., 1682
Edward Penington, surveyor-general	Feb.	20, 1698
Thomas Fairman, surveyor-general	——	—, 1702
Jacob Taylor, surveyor-general	Nov.	26, 1706
Thomas Redman, from	1712	to 1725
Jacob Taylor,[2] appointed	Aug.	30, 1725
Benjamin Eastburn, surveyor-general	Aug.	8, 1737
William Parsons, surveyor-general	Aug.	27, 1741
Nicholas Scull, surveyor-general	Jan.	14, 1748
Joseph Fox, regulator	Jan.	14, 1748
John Lukens, surveyor-general	April	10, 1761
David Rittenhouse, appointed	Jan.	25, 1774
Edward Bonsall, appointed	Jan.	25, 1774
Josiah Matlack, appointed	April	15, 1782
James Pearson, appointed	April	15, 1782
Reading Howell, appointed	——	—, 1804
James Pearson, appointed	——	—, 1808
William Stevenson, appointed	——	—, 1809
William Garrigues, appointed	——	—, 1811
Samuel Haines, appointed	Aug.	—, 1814
Alphonso C. Ireland, appointed	Aug.	—, 1814
Enoch Lewis,[3] appointed	1827	to 1834
Edward H. Gill, appointed	1834	to 1840
Samuel Haines, appointed	Jan.	16, 1840
Samuel Honeyman Kneass, appointed	April	26, 1849
Spencer Bonsall, appointed	May	9, 1853
Strickland Kneass,[4] appointed	May	29, 1855
Samuel Lightfoot Smedley, appointed	March	14, 1872

ASSISTANT CITY SURVEYORS.[5]

Ordinance of Dec. 5, 1839.

Marine T. W. Chandler, appointed	Jan.	16, 1840
Spencer Bonsall, appointed	July	11, 1850
David Hudson Shedaker, appointed	Sept.	1, 1853

PRINCIPAL ASSISTANT CITY ENGINEERS.

Office created by Ordinance of July 7, 1870.

James R. McClure, appointed	July	7, 1870
J. Milton Titlow, appointed	March	1, 1874

ASSISTANT CITY ENGINEERS.

Office established by Ordinance of Feb. 6, 1874.

Rudolph Hering,[6] appointed	Feb.	6, 1874
John D. Estabrook, appointed	Aug.	15, 1882

The department of surveys of the city of Philadelphia was organized by ordinance of Councils, under the provisions of the 27th and 50th sections of the act (of consolidation) of Feb. 2, 1854. The ordinance was sent to the mayor on Oct. 14, 1854, and not having been returned to Councils within fifteen days thereafter, became a law.

On March 27, 1855, Councils in joint session elected Strickland Kneass chief engineer and surveyor, together with twelve district surveyors and regulators, viz.:

1. Charles S. Close.	7. James P. Davis.
2. David Hudson Shedaker.	8. William Reed.
3. Francis Lightfoot.	9. Henry A. Frink.
4. Joseph King, Jr.	10. Henry Haines.
5. Jesse Lightfoot.	11. John H. Lovering.
6. Spencer Bonsall.	12. Amos Stiles, Jr.

These to constitute a Board of Surveyors, with the chief engineer as president. These gentlemen met once, and organized as a board by electing Strickland Kneass chief engineer and surveyor and president of the Board of Surveyors; but they never performed any other duty, as they were superseded by a supplement to the act (of consolidation) of April 21, 1855, directing that the members of the Board of Surveys should be elected by the votes of the twelve survey districts into which the city was divided by the supplement, one person to be elected in each district, to serve for five years, "who shall have had five years' experience and skill in his profession." The supplement also directed that the board should be organized by the election of the chief engineer as president.

The said district surveyors were duly elected on May

[1] From John Hill Martin's "Bench and Bar of Philadelphia."
[2] *Vice* Redman.
[3] *Vice* Howell.
[4] Chief engineer and surveyor.
[5] The act of Feb. 2, 1854, abolished this position.
[6] Resigned Dec. 31, 1881.

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Strickland Kneass

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1, 1855, and the board organized by electing Strickland Kneass chief engineer and surveyor. (Journal of Select Councils, May 7, 1855.)

Strickland Kneass,[1] late assistant to the president of the Pennsylvania Railroad Company, was born in Philadelphia, July 29, 1821, his father being William Kneass, who for many years was engraver for the United States Mint. His school education was obtained chiefly at the classical academy of James P. Espy, and at an early age he adopted civil engineering as a profession. Mr. Kneass derived most of his practical training from his services upon the Delaware and Schuylkill Canal and Philadelphia and Wilmington Railroad, which were constructed under the supervision of his eldest brother, Samuel H. Kneass, as chief engineer. On the completion of the latter road he became a student in the Rensselaer Polytechnic Institute at Troy, N. Y., whence he graduated in 1839 as civil engineer, taking the highest honor. He was soon after made assistant engineer and topographer on the State survey for a railway between Harrisburg and Pittsburgh, which enterprise was rather ahead of the times and failed of accomplishment. He then became draughtsman in the Naval Bureau of Engineering, at Washington, and was afterward employed by the British Commission in preparing the maps of the northeast boundary between the United States and the provinces; and, subsequently, by the Federal government, on the general map of the boundary survey. In 1847 he was selected, by J. Edgar Thomson, chief engineer, as one of his assistants in the explorations which resulted in the construction of the Pennsylvania Railroad, and afterward he was promoted to the position of principal assistant engineer, and designed the first shops and engine-house erected by the company at Altoona. In this part of his career the powers of Mr. Kneass were severely tasked, as the construction of the road from Altoona to the summit of the Alleghanies was one of the most difficult engineering feats of the day. In 1853 he resigned to accept the position of associate engineer on the North Pennsylvania Railroad, where he remained two years, leaving, in 1855, to accept the office of chief engineer and surveyor of the newly-consolidated city of Philadelphia. To that position he was re-elected three times, each for a term of five years. He here organized the Department of Surveys and Registry Bureau, and their development under his direction may be regarded as one of the most valuable results attained in the city. Under his surveys the entire drainage system of the city was provided for, resulting in the construction of the great sewers to carry off the waters of Cohocksink Creek, on the northeastern, and of Mill Creek, in the western part of the city. Of the various bridges that span the Schuylkill, those at Callowhill Street and Chestnut Street are from his designs. He was one of the first to encourage the project of city passenger railways, and was chief engineer of many of these companies. In 1862, during Lee's invasion, he was dispatched into the interior, and during his absence made an extended survey of the Susquehanna River from Duncan's Island to Havre de Grace. He also assisted Professor Bache in preparing topographical maps of the surroundings of Philadelphia, with a view to the location of forts and other devices for protecting the city from invasion. Mr. Kneass resigned the office of chief engineer and surveyor on March 6, 1872, to accept the position of assistant to J. Edgar Thomson, president of the Pennsylvania Railroad Company, at the earnest solicitation of that gentleman, and Councils passed a series of resolutions, as did also the Board of Surveys and South Street Bridge and Park Commissions, referring in complimentary terms to the character of his service while in public office. As an officer of the main line he soon became identified with the management of some of the branches of the Pennsylvania Railroad Company, and in February, 1880, became president of the Pennsylvania and Delaware Railroad Company, of the Trenton Railroad Company, of the Columbia and Port Deposit and Western Railroad Company, and a director of the Pittsburgh, Cincinnati, and St. Louis line; also was made president of the Eastern Railroad Association in 1878, and was largely instrumental in bringing it up to its present state of usefulness. He was a member of the American Philosophical Society, of the Franklin Institute, and of the American Society of Civil Engineers, and was past president of the Engineers' Club of Philadelphia. He filled the position of assistant to the president of the Pennsylvania Railroad at the time of his death, which occurred at twenty minutes after five o'clock, on the morning of Jan. 14, 1884, from heart-disease, after an illness of four months.

In 1853, Mr. Kneass was married to Margaretta Sybilla, granddaughter of Judge George Bryan, of the Supreme Court of Pennsylvania, who survives her husband. Mr. Kneass also left five children, two sons and three daughters.

[1] Contributed by F. W. Leach.

DISTRICT SURVEYORS AND REGULATORS.[2]

1.	Thomas Daly, elected	May	1, 1855
2.	Charles S. Close,* elected	May	1, 1855
3.	Spencer Bonsall, elected	May	1, 1855
4.	Amos Stiles, Jr., elected	May	1, 1855
5.	Joseph H. Siddall, elected	May	1, 1855
6.	James P. Davis,[3] elected	May	1, 1855
7.	Henry Haines, elected	May	1, 1855
8.	Joseph S. Siddall, elected	May	1, 1855
9.	Jesse Lightfoot, elected	May	1, 1855
10.	Isaac Shallcross, elected	May	1, 1855
11.	Charles H. Fox, elected	May	1, 1855
12.	James Miller, elected	May	1, 1855
11.	Samuel L. Smedley,[4] elected	May	17, 1858
4.	Edward D. Roberts,* elected	May	7, 1860
3.	D. Hudson Shedaker,* elected	May	7, 1860
12.	William H. Jones,* elected	May	7, 1860
5.	John F. Wolf, elected	May	7, 1860

[2] Present members are indicated thus, *.

[3] James P. Davis died Nov. 25, 1879, aged sixty-nine.

[4] Vice Fox, resigned.

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8. James Keily, elected ..... May 7, 1860
8. John H. Levering,[1] elected ..... Oct. 10, 1865
7. William Albertson,[2] elected ..... Oct. 10, 1865
1. Thomas Daly (2d),[3] elected ..... May 24, 1866
13. Joseph Hibbard,[3a] elected ..... April 20, 1868
10. Isaac E. Shallcross,[4] elected ..... Jan. 1, 1871
11. George W. Hancock,[5] appointed ..... March 14, 1872
5. Andrew French,[5a] appointed ..... March 16, 1874
1. William C. Cranmer,[2] elected ..... Nov. 18, 1876
11. Joseph Johnson,[2] elected ..... Jan. 1, 1878
6. Joseph Mercur,[6] elected ..... Dec. 3, 1879
9. Henry A. Stallman,[6a] elected ..... Feb. 17, 1880
10. George S. Webster,[6b] appointed ..... April 19, 1880

RECORDING CLERK AND SECRETARY OF THE BOARD OF SURVEYS.

George Sturgis, appointed ..... March 31, 1856.

Table of Distances in Philadelphia.—Strickland Kneass, chief engineer and surveyor of the city, prepared the following useful table showing the length of the squares, the width of the streets, the distances to and from various parts of the city, and the order in which the house numbers run. The distances east and west are measured along the south side of Market Street, and the distances north and south are measured along the west side of Broad Street. The first column shows at what street the numbers begin for each 100; thus, No. 520, south of Market, will be found between Lombard and South Streets; No. 1329 between Wharton and Reed Streets; No. 723, north of Market, between Fairmount Avenue and Brown Street, and No. 1520 between Jefferson and Oxford Streets. On the streets running east and west the names themselves indicate where the numbers begin. The third column shows the width of the streets, the fourth the length of the squares or blocks, and the fifth the aggregate distance. As 5280 feet make one statute mile, this last column will enable any one to compute the distance from point to point along Market Street and Broad Street, and these distances will approximate to the actual distances on most of the parallel streets. Thus, going south from Market Street, the distance from the south side of Market to the south side of Washington Avenue is one mile and 71 feet 11 inches over; from the south side of Market, going north, it is one mile to the south side of Fairmount Avenue, and 109 feet 10 inches over. Going west from the Delaware, it is one mile to the east line of Twelfth Street, and 18 feet 5 inches over; it is two miles and 362 feet 5 inches to the Schuylkill River, nearly three miles to Thirty-sixth Street, nearly four miles to Forty-seventh Street, and a little over five miles to Fifty-seventh Street. These are illustrations only; other distances can be computed in the same way.

House Nos. begin.	Names of Streets, etc.	Width of Streets.	Length of Squares.		Total Distance.	
	Measurement west from Delaware Avenue on south side of Market Street.	feet.	feet.	in.	feet.	in.
	Delaware Avenue	50				
	Delaware Avenue to Water Street	.....	136	3	186	3
	Water Street	39	.....		225	3
	Water Street to Front Street	.....	40		265	3
100	Front Street	50	.....		325	3
	Front Street to Second Street	.....	401		726	3
200	Second Street	50	.....		776	3
	Second Street to Third Street	.....	500		1,276	3
300	Third Street	50	.....		1,326	3
	Third Street to Fourth Street	.....	395		1,721	3
400	Fourth Street	50	.....		1,771	3
	Fourth Street to Fifth Street	.....	405	2	2,176	5
500	Fifth Street	50	.....		2,226	5
	Fifth Street to Sixth Street	.....	396		2,622	5
600	Sixth Street	50	.....		2,672	5
	Sixth Street to Seventh Street	.....	396		3,068	5
700	Seventh Street	50	.....		3,118	5
	Seventh Street to Eighth Street	.....	396		3,514	5
800	Eighth Street	50	.....		3,564	5
	Eighth Street to Ninth Street	.....	396		3,960	5
900	Ninth Street	50	.....		4,010	5
	Ninth Street to Tenth Street	.....	396		4,406	5
1000	Tenth Street	50	.....		4,456	5
	Tenth Street to Eleventh Street	.....	396		4,852	5
1100	Eleventh Street	50	.....		4,902	5
	Eleventh Street to Twelfth Street	.....	396		5,298	5
1200	Twelfth Street	50	.....		5,348	5
	Twelfth Street to Thirteenth Street	.....	396		5,744	5
1300	Thirteenth Street	50	.....		5,794	5
	Thirteenth Street to Broad Street	.....	528		6,322	5
1400	Broad Street	113	.....		6,435	5
	Broad Street to Fifteenth Street	.....	396		6,831	5
1500	Fifteenth Street	50	.....		6,881	5
	Fifteenth Street to Sixteenth Street	.....	396		7,277	5
1600	Sixteenth Street	50	.....		7,327	5
	Sixteenth Street to Seventeenth Street	.....	396		7,723	5
1700	Seventeenth Street	50	.....		7,773	5
	Seventeenth Street to Eighteenth Street	.....	396		8,169	5
1800	Eighteenth Street	50	.....		8,219	5
	Eighteenth Street to Nineteenth Street	.....	396		8,615	5
1900	Nineteenth Street	50	.....		8,665	5
	Nineteenth Street to Twentieth Street	.....	396		9,061	5
2000	Twentieth Street	50	.....		9,111	5
	Twentieth Street to Twenty-first Street	.....	495		9,606	5
2100	Twenty-first Street	50	.....		9,656	5
	Twenty-first Street to Twenty-second St.	.....	396		10,052	5
2200	Twenty-second Street	60	.....		10,112	5
	Twenty-second St. to Twenty-third St.	.....	273		10,385	5
2300	Twenty-third Street	50	.....		10,434	5
	Twenty-third Street to River Schuylkill	.....	487		10,922	5
	River Schuylkill	438	.....		11,360	5
	River Schuylkill to Thirtieth Street	.....	600		11,960	5
3000	Thirtieth Street	60	.....		12,020	5
	Thirtieth Street to Thirty-first Street	.....	466	7	12,486	
3100	Thirty-first Street	80	.....		12,566	
	Thirty-first Street to Thirty-second St.	.....	427	4	12,993	4
3200	Thirty-second Street	60	.....		13,053	4
	Thirty-second Street to Thirty-third St.	.....	626		13,679	4
3300	Thirty-third Street	60	.....		13,739	4
	Thirty-third Street to Thirty-fourth St.	.....	500	8	14,240	1
3400	Thirty-fourth Street	60	.....		14,300	1
	Thirty-fourth Street to Thirty-sixth St.	.....	700		15,000	1
3600	Thirty-sixth Street[10]	60	.....		15,060	1
	Thirty-sixth Street to Thirty-seventh St.	.....	500		15,560	1
3700	Thirty-seventh Street	60	.....		15,620	1
	Thirty-seventh St. to Thirty-eighth St.	.....	470	6	16,090	7
3800	Thirty-eighth Street	60	.....		16,150	7
	Thirty-eighth Street to Thirty-ninth St.	.....	400		16,550	7
3900	Thirty-ninth Street	60	.....		16,610	7
	Thirty-ninth Street to Fortieth Street	.....	600		17,210	7
4000	Fortieth Street	60	.....		17,270	7
	Fortieth Street to Forty-first Street	.....	572		17,842	7
4100	Forty-first Street	50	.....		17,892	7
	Forty-first Street to Forty-second Street	.....	485		18,377	7
4200	Forty-second Street	60	.....		18,437	7
	Forty-second Street to Forty-third St.	.....	533		18,970	7
4300	Forty-third Street	60	.....		19,030	7
	Forty-third Street to Forty-fourth St.	.....	332	6	19,363	1
4400	Forty-fourth Street	60	.....		19,423	1
	Forty-fourth Street to Forty-fifth Street	.....	400		19,823	1
4500	Forty-fifth Street	60	.....		19,883	1
	Forty-fifth Street to Forty-sixth Street	.....	500		20,383	1
4600	Forty-sixth Street	60	.....		20,443	1
	Forty-sixth Street to Forty-seventh St.	.....	500		20,943	1
4700	Forty-seventh Street	60	.....		21,003	1
	Forty-seventh Street to Forty-eighth St.	.....	450		21,453	1

[1] Vice Keily, deceased.

[2] By the board, in place of his deceased father.

[3] The act of Assembly of April 13, 1868, creating the Twenty-fourth Ward, made it a survey district, which necessitated the appointment of a district surveyor. Mr. Hibbard was appointed by the board, and continued, by election, since.

[4] In place of his father.

[5] Vice Smedley.

[6] Vice Wolf, resigned.

[7] Vice Davis, deceased.

[8] In place of Lightfoot, who declined.

[9] In place of Isaac E. Shallcross, resigned.

[10] The omission of Thirty-fifth Street is not accidental. In consequence of peculiar territorial conditions in West Philadelphia south of Market Street, no street runs through between Thirty-fourth and Thirty-sixth.

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House Nos. begin.	Names of Streets, etc.	Width of Streets.	Length of Squares.		Total Distance.	
		feet.	feet.	in.	feet.	in.
4800	Forty-eighth Street	80	.....		21,533	1
	Forty-eighth Street to Forty-ninth St.	.....	450		21,983	1
4900	Forty-ninth Street	60	.....		22,043	1
	Forty-ninth Street to Fiftieth Street	.....	500		22,543	1
500	Fiftieth Street	60	.....		22,603	1
	Fiftieth Street to Fifty-first Street	.....	500		23,103	1
5100	Fifty-first Street	60	.....		23,163	1
	Fifty-first Street to Fifty-second Street	.....	500		23,663	1
5200	Fifty-second Street	60	.....		23,723	1
	Fifty-second Street to Fifty-third Street	.....	500		24,223	1
5300	Fifty-third Street	60	.....		24,283	1
	Fifty-third Street to Fifty-fourth Street	.....	450		24,733	1
5400	Fifty-fourth Street	60	.....		24,793	1
	Fifty-fourth Street to Fifty-fifth Street	.....	574		25,367	1
5500	Fifty-fifth Street	80	.....		25,447	1
	Fifty-fifth Street to Fifty-sixth Street	.....	500		25,947	1
5600	Fifty-sixth Street	60	.....		26,007	1
	Fifty-sixth Street to Fifty-seventh St.	.....	480		26,487	1
5700	Fifty-seventh Street	80	.....		26,567	1
	Fifty-seventh Street to Fifty-eighth St.	.....	480		27,047	1
5800	Fifty-eighth Street	60	.....		27,107	1
	Fifty-eighth Street to Fifty-ninth St.	.....	500		27,607	1
5900	Fifty-ninth Street	60	.....		27,667	1
	Fifty-ninth Street to Sixtieth Street	.....	500		28,167	1
6000	Sixtieth Street	60	.....		28,227	1
	Sixtieth Street to Sixty-first Street	.....	500		28,727	1
6100	Sixty-first Street	60	.....		28,787	1
	Sixty-first Street to Sixty-second Street	.....	500		29,287	1
6200	Sixty-second Street	60	.....		29,347	1
	Sixty-second Street to Sixty-third St.	.....	500		29,847	1
6300	Sixty-third Street	100	.....		29,947	1
	Measurements north from Market Street on west side of Broad Street.					
	Market Street	100				
	Market Street to Arch Street	.....	664		764	
100	Arch Street	66	.....		830	
	Arch Street to Race Street	.....	616	5	1,446	5
200	Race Street	50	.....		1,496	5
	Race Street to Vine Street	.....	632	3	2,128	8
300	Vine Street	50	.....		2,178	8
	Vine Street to Callowhill Street	.....	498	6	2,677	2
400	Callowhill Street	70	.....		2,747	2
	Callowhill Street to Pennsylvania Ave.	.....	192		2,939	2
	Pennsylvania Avenue	80	.....		3,019	2
	Pennsylvania Avenue to Hamilton St.	.....	206	6	3,225	8
	Hamilton Street	50	.....		3,275	8
	Hamilton Street to Buttonwood Street	.....	178	11	3,454	7
500	Buttonwood Street	40	.....		3,494	7
	Buttonwood Street to Spring Garden St.	.....	207	8	3,702	3
	Spring Garden Street	120	.....		3,822	3
	Spring Garden Street to Green Street	.....	387	3	4,209	6
600	Green Street	70	.....		4,279	6
	Green Street to Mount Vernon Street	.....	191	5	4,470	11
	Mount Vernon Street	50	.....		4,520	11
	Mount Vernon Street to Wallace Street	.....	201	5	4,722	4
	Wallace Street	50	.....		4,772	4
	Wallace Street to Fairmount Avenue	.....	617	6	5,389	10
700	Fairmount Avenue	80	.....		5,469	10
	Fairmount Avenue to Brown Street	.....	259	1	5,728	11
800	Brown Street	50	.....		5,778	11
	Brown Street to Parrish Street	.....	356		6,134	11
	Parrish Street	50	.....		6,184	11
	Parrish Street to Poplar Street	.....	395		6,579	11
900	Poplar Street	60	.....		6,639	11
	Poplar Street to Girard Avenue	.....	391	2	7,031	1
1200	Girard Avenue[1]	80	.....		7,111	1
	Girard Avenue to Thompson Street	.....	578		7,689	1
1300	Thompson Street	50	.....		7,739	1
	Thompson Street to Master Street	.....	418		8,157	1
1400	Master Street	50	.....		8,207	1
	Master Street to Jefferson Street	.....	455	2	8,662	3
1500	Jefferson Street	50	.....		8,712	3
	Jefferson Street to Oxford Street	.....	475		9,187	3
1600	Oxford Street	50	.....		9,237	3
	Oxford Street to Columbia Avenue	.....	464		9,701	3
1700	Columbia Avenue	60	.....		9,761	3
	Columbia Avenue to Montgomery St.	.....	510		10,271	3
1800	Montgomery Street	50	.....		10,321	3
	Montgomery Street to Berks Street	.....	500		10,821	3
1900	Berks Street	50	.....		10,871	3
	Berks Street to Norris Street	.....	500		11,371	3
2000	Norris Street	50	.....		11,421	3
	Norris Street to Diamond Street	.....	500		11,921	3
2100	Diamond Street	50	.....		11,971	3
	Diamond Street to Susquehanna Ave.	.....	530		12,501	3
2200	Susquehanna Avenue	60	.....		12,561	3
	Susquehanna Avenue to Dauphin St.	.....	530		13,091	3
2300	Dauphin Street	50	.....		13,141	3
	Dauphin Street to York Street	.....	500		13,641	3
2400	York Street	50	.....		13,691	3
	York Street to Cumberland Street	.....	500		14,191	3
2500	Cumberland Street	50	.....		14,241	3
	Cumberland Street to Huntingdon Street	.....	500		14,741	3
2600	Huntingdon Street	50	.....		14,791	3
	Huntingdon Street to Lehigh Avenue	.....	520		15,311	3
2700	Lehigh Avenue	80	.....		15,391	3
	Lehigh Avenue to Somerset Street	.....	520		15,911	3
2800	Somerset Street	50	.....		15,961	3
	Somerset Street to Cambria Street	.....	500		16,461	2
2900	Cambria Street	50	.....		16,511	3
	Cambria Street to Indiana Street	.....	500		17,011	3
3000	Indiana Street	50	.....		17,061	3
	Indiana Street to Clearfield Street	.....	500		17,561	3
3100	Clearfield Street	50	.....		17,611	3
	Clearfield Street to Allegheny Avenue	.....	500		18,111	3
3200	Allegheny Avenue	120	.....		18,231	3
	Allegheny Ave. to Westmoreland Street	.....	500		18,731	3
3300	Westmoreland Street	50	.....		18,781	3
	Westmoreland Street to Ontario Street	.....	500		19,281	3
3400	Ontario Street	50	.....		19,331	3
	Ontario Street to Tioga Street	.....	500		19,831	3
3500	Tioga Street	50	.....		19,881	3
	Tioga Street to Venango Street	.....	500		20,381	3
3600	Venango Street	50	.....		20,431	3
	Venango Street to Erie Avenue	.....	500		20,931	3
3700	Erie Avenue	120	.....		21,051	3
	Measurements south from Market Street on west side of Broad Street.					
	Market Street to Chestnut Street	.....	484			
100	Chestnut Street	50	.....		534	
	Chestnut Street to Walnut Street	.....	510		1,044	
200	Walnut Street	50	.....		1,094	
	Walnut Street to Locust Street	.....	370		1,464	
	Locust Street	50	.....		1,514	
	Locust Street to Spruce Street	.....	400		1,914	
300	Spruce Street	50	.....		1,964	
	Spruce Street to Pine Street	.....	473		2,437	
400	Pine Street	50	.....		2,487	
	Pine Street to Lombard Street	.....	282		2,769	
500	Lombard Street	50	.....		2,819	
	Lombard Street to South Street	.....	322		3,141	
600	South Street	51	.....		3,192	
	South Street to Bainbridge Street	.....	270		3,462	
700	Bainbridge Street	50	.....		3,512	
	Bainbridge Street to Fitzwater Street	.....	307		3,819	
	Fitzwater Street	50	.....		3,869	
	Fitzwater Street to Catharine Street	.....	322		4,191	
800	Catharine Street	50	.....		4,241	
	Catharine Street to Christian Street	.....	225	3	4,466	3
900	Christian Street	66	.....		4,531	3
	Christian Street to Carpenter Street	.....	299	5	4,832	8
1000	Carpenter Street	50	.....		4,881	8
	Carpenter Street to Washington Avenue	.....	370	3	5,251	11
1100	Washington Avenue	100	.....		5,351	11
	Washington Avenue to Ellsworth Street	.....	335	10	5,687	9
	Ellsworth Street	50	.....		5,737	9
	Ellsworth Street to Federal Street	.....	336	4	6,074	1
1200	Federal Street	50	.....		6,124	1
	Federal Street to Wharton Street	.....	524	4	6,648	5
1300	Wharton Street	50	.....		6,698	5
	Wharton Street to Reed Street	.....	400		7,098	5
1400	Reed Street	50	.....		7,148	5
	Reed Street to Dickinson Street	.....	400		7,548	5
1500	Dickinson Street	50	.....		7,598	5
	Dickinson Street to Tasker Street	.....	400		7,998	5
1600	Tasker Street	50	.....		8,048	5
	Tasker Street to Morris Street	.....	400		8,448	5
1700	Morris Street	50	.....		8,498	5
	Morris Street to Moore Street	.....	400		8,898	5
1800	Moore Street	50	.....		8,948	5
	Moore Street to Mifflin Street	.....	400		9,348	5
1900	Mifflin Street	50	.....		9,398	5
	Mifflin Street to McKean Street	.....	400		9,798	5
2000	McKean Street	50	.....		9,848	5
	McKean Street to Snyder Avenue	.....	387	6	10,235	11
2100	Snyder Avenue	75	.....		10,310	11
	Snyder Avenue to Jackson Street	.....	387	6	10,698	5
2200	Jackson Street	60	.....		10,758	5
	Jackson Street to Wolf Street	.....	400		11,158	5

[1] By this arrangement Numbers 1000 and upwards, and 1100 and upwards, seem to be excluded. This is the case on Broad Street, which Poplar Street strikes after running from the Delaware considerably to the northwest, instead of directly west. At the Delaware Poplar Street is, comparatively speaking, but a short distance above Brown Street. But at Broad Street Poplar is but a little distance south of Girard Avenue. In other words, the distance from Poplar Street to Girard Avenue on Front Street is much greater than upon Broad Street. On Front Street the numbers run over 1100, but on Broad Street, the distance being so short, they cannot do so.

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House Nos. begin.	Names of Streets, etc.	Width of Streets.	Length of Squares.	Total Distance.
		feet.	feet. in.	feet. in.
2300	Wolf Street	50	.....	11,218 5
	Wolf Street to Ritner Street	.....	400	11,618 5
2400	Ritner Street	60	.....	11,678 5
	Ritner Street to Porter Street	.....	400	12,078 5
2500	Porter Street	60	.....	12,138 5
	Porter Street to Shunk Street	.....	400	12,538 5
2600	Shunk Street	60	.....	12,598 5
	Shunk Street to Oregon Avenue	....	400	12,998 5
2700	Oregon Avenue	120	.....	13,118 5
	Oregon Avenue to Johnson Street	.....	400	13,518 5
2800	Johnson Street	60	.....	13,578 5
	Johnson Street to Bigler Street	.....	400	13,978 5
2900	Bigler Street	60	.....	14,038 5
	Bigler Street to Pollock Street	.....	400	14,438 5
3000	Pollock Street	60	.....	14,498 5
	Pollock Street to Packer Street	.....	400	14,898 5
3100	Packer Street	60	.....	14,958 5
	Packer Street to Curtin Street	....	400	15,358 5
3200	Curtin Street	60	.....	15,418 5

AREA OF THE CITY OF PHILADELPHIA.

Wards.	Area in Acres.	Area in Square Miles.
First	3,526	5.509
Second	283	.442
Third	122	.191
Fourth	147	.229
Fifth	206	.321
Sixth	206	.321
Seventh	281	.439
Eighth	279	.435
Ninth	256	.400
Tenth	230	.359
Eleventh	135	.210
Twelfth	124	.193
Thirteenth	164	.259
Fourteenth	152	.237
Fifteenth	671	1.049
Sixteenth	180	.281
Seventeenth	161	.251
Eighteenth	416	.650
Nineteenth	447	.698
Twentieth	469	.734
Twenty-first	4,560	7.129
Twenty-second	11,593	18.114
Twenty-third	27,339	42.716
Twenty-fourth	6,224	9.725
Twenty-fifth	6,630	10.359
Twenty-sixth	4,768	7.481
Twenty-seventh	7,475	11.680
Twenth-eighth	4,060	6.343
Twenty-ninth	900	1.400
Thirtieth	332	.519
Thirty-first	456	.713
Total	82,603	129.382

Distances to Various Points in the Park.—The distances measured below are understood to be along the main drive. There are numerous by-paths and short cuts by which pedestrians may shorten the distance, except along the Wissahickon.

From the Green Street gate—

	Miles.
To the east end of Girard Avenue bridge	1
" " Lansdowne entrance	1¼
" " Belmont Avenue	3
" " George's Hill (direct)	3½
" " George's Hill (via Belmont)	4½
" " Belmont (direct)	3.3
" " Belmont (via George's Hill)	4½
" " Falls Bridge (via West Park)	6½
" " Wissahickon Pike (via West Park)	7½

The distances along the Wissahickon are as follows:

From the mouth of the Wissahickon—

	Miles.
To Livezey's Mills	3
" Valley Green	4
" Indian Rock	4
" Thorp's Mill Lane	5

The total distance along the drive from the Green Street gate, through the Western Park and over the Falls Bridge to the terminus of the Wissahickon drive, is twelve and a quarter miles, five miles of which are on the direct road through the beautiful valley of the Wissahickon.

HEIGHT OF SEVERAL STEEPLES, TOWERS, DOMES, ETC., IN PHILADELPHIA.

		Height in feet.
West Spruce Street Presbyterian Church, Spruce and Seventeenth Streets	Steeple	248
Masonic Temple, Broad and Filbert Streets	Tower	240
St. Peter's Roman Catholic Church, Fifth and Girard Avenue	Steeple	235
Methodist Episcopal Church, Broad and Arch	"	233
St. Mark's Episcopal Church, Locust, west of Sixteenth	"	232-7
North Broad Street Presbyterian Church, Broad and Green	"	232
First Baptist Church, Broad and Arch	"	225
St. Mark's Lutheran Church, Spring Garden, above Thirteenth	"	225
St. Peter's Episcopal Church, Third and Pine	"	218
Cathedral, Roman Catholic, Eighteenth, above Race	Dome	216
Tabernacle Baptist Church, Chestnut, above Eighteenth	Steeple	212
Alexander Presbyterian Church, Nineteenth and Green	"	200
Annunciation Roman Catholic Church, Tenth and Dickinson	"	200
Christ Church (Episcopal), Second, above Market	"	196
St. Augustine's Roman Catholic Church, Fourth, below Vine	"	188
Fourth Baptist Church, corner Fifth and Buttonwood	"	188
Zion Lutheran Church, Franklin, above Race	"	186
Oxford Presbyterian Church, Broad and Oxford	"	182
St. Clement's Episcopal Church, Twentieth and Cherry, taken down in 1869	"	175
West Arch Street Presbyterian Church, Eighteenth and Arch	Dome	170
West Arch Street Presbyterian Church, Eighteenth and Arch	Towers	115
West Philadelphia Baptist Church, Thirtieth and Chestnut	Steeple	170
Nativity Episcopal Church, Tenth and Mount Vernon	"	170
Beck's Shot Manufactory, Arch, near Schuylkill, built in 1808, torn down in 1834	Tower	166
Fifth Presbyterian Church, Arch, above Tenth	Steeple	165
St. John's German Lutheran Church, Fifteenth and Ogden	"	165
State-House, Chestnut, between Fifth and Sixth	"	160
State-House, built 1741, torn down 1778	"	150
State-House, from 1778 to 1828	Tower and Spire	69
Assumption (Roman Catholic), Spring Garden, near Twelfth	Spires	160
Berean Baptist Church, Chestnut Street, West Philadelphia	Spire	160
Fifth Baptist Church, Spring Garden and Eighteenth	"	156
Holy Trinity Episcopal Church, Nineteenth and Walnut	Tower	150
First Presbyterian Church, Chelten Avenue, Germantown	Spire	150
Masonic Hall, Chestnut Street, burnt down 1819	Steeple	150
St. Joachim's Roman Catholic Church, Frankford, taken down in 1874	"	150
Sparks' Shot Manufactory, Carpenter Street, Southwark	Tower	145
Jayne's Building, Chestnut Street below Third, burned March 4, 1871	"	144
St. Mary's Protestant Episcopal Church, West Philadelphia	"	140
Stand-Pipe, West Philadelphia Water-Works		135
Chamber of Commerce, Second, above Walnut	Observatory	134-9
St. Dominic's (Roman Catholic) Church, Holmesburg	Steeple	132
First Baptist Church, Price Street, Germantown	"	125
Rodef Shalom Synagogue, Broad and Mount Vernon	"	125
First Congregational Church, corner Frankford road and Columbia Avenue		120
Pennsylvania Hospital for the Insane, Male Department	Dome	119
Gethsemane Baptist Church, corner Eighteenth and Columbia Avenue	Tower	116
Masonic Hall, Chestnut Street	"	112
Emmanuel Episcopal Church, Holmesburg	Steeple	112
St. Michael's Roman Catholic Church, Second, below Jefferson	"	110
St. Vincent de Paul Roman Catholic Seminary, Chelten Avenue, near Chew Street, Germantown	Belfry	110
Girard College	Pediment	97
St. John's Orphan Asylum (Roman Catholic), West Philadelphia	Turret	96
Eastern Penitentiary, Fairmount Avenue... Main Central	Tower	97
" " " Entrance	"	65
" " " Corner	"	58
Ledger Building, Sixth and Chestnut	Central Dome	90
Philadelphia Exchange, Dock Street	Steeple	90
Spruce Street Baptist Church, Spruce, below Fifth	"	90
St Stephen's Episcopal Church, Tenth, above Chestnut	Towers	86
Spring Garden Water-Works	Chimney	83
University College, Ninth, below Locust	Towers	80
St. James the Less Protestant Episcopal Church, Falls of Schuylkill	Tower	80
Baptist Church, Queen Street, Falls of Schuylkill	Steeple	80
Moyamensing Prison	Central Tower	77
Pennsylvania Hospital, Eighth and Pine	Dome	72
Bank of Pennsylvania, Second, above Walnut, torn down in 1867	"	68
Presbyterian Chapel, Twenty-first and Columbia Avenue	Steeple	65
Centre Square Distributing House, taken down in 1829	Dome	60
Fairmount Water-Works	Stand-pipe and Tower	50

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PENNSYLVANIA IN 1880.

Population and Area according to United States Census Returns.

Counties.	Population in 1880.	Square Miles.	No. of Acres.
Adams	32,454	531	339,840
Allegheny	355,759	757	480,480
Armstrong	47,638	812	391,280
Beaver	39,683	452	289,280
Bedford	34,932	1,003	641,920
Berks	122,509	900	576,000
Blair	52,731	510	326,400
Bradford	58,524	1,162	743,680
Bucks	68,654	595	380,800
Butler	52,536	814	520,960
Cambria	46,824	666	426,240
Cameron	5,159	381	243,840
Carbon	31,922	402	257,280
Centre	37,920	1,227	785,280
Chester	83,478	763	488,320
Clarion	40,526	572	366,080
Clearfield	43,423	1,130	723,200
Clinton	26,278	857	548,480
Columbia	32,408	479	306,560
Crawford	68,804	1,005	643,200
Cumberland	45,978	554	354,560
Dauphin	76,127	523	334,720
Delaware	56,102	195	124,800
Elk	12,800	774	495,360
Erie	74,681	772	494,080
Fayette	58,938	830	531,200
Forest	4,385	431	275,840
Franklin	49,853	756	483,840
Fulton	10,149	442	282,880
Greene	28,290	620	396,800
Huntingdon	33,956	899	575,360
Indiana	40,558	828	529,920
Jefferson	27,945	646	413,440
Juniata	88,227	407	260,480
Lackawanna	69,628	424	271,360
Lancaster	139,443	974	622,720
Lawrence	33,311	376	240,640
Lebanon	38,476	354	227,840
Lehigh	65,969	364	232,960
Luzerne	139,056	926	592,640
Lycoming	57,482	1,213	776,320
McKean	42,566	1,007	644,480
Mercer	56,162	666	426,240
Mifflin	19,577	377	215,680
Monroe	20,175	595	380,800
Montgomery	96,464	484	309,760
Montour	15,466	140	89,600
Northampton	70,316	382	244,480
Northumberland	58,123	462	295,680
Perry	27,572	476	304,640
Philadelphia	846,984	130	82,603
Pike	9,661	631	403,840
Potter	13,708	1,071	685,440
Schuylkill	129,977	840	537,600
Snyder	17,797	317	202,880
Somerset	35,146	1,162	705,280
Sullivan	8,074	434	277,760
Susquehanna	40,351	828	529,920
Tioga	45,814	1,124	719,360
Union	16,905	315	201,600
Venango	43,670	658	421,120
Warren	27,981	914	584,960
Washington	55,417	889	568,960
Wayne	33,512	747	478,080
Westmoreland	78,018	1,046	669,440
Wyoming	15,598	403	257,920
York	87,849	921	589,440
Total	4,282,738	45,086	28,805,443

DISTANCES FROM PHILADELPHIA TO CITIES AND TOWNS IN THE UNITED STATES.[1]

From Philadelphia to

	Miles.		Miles.
Albany, N. Y.	232	Boonsburg, Pa.	149
Absecom, N. J.	52	Bordentown, N. J.	27
Allentown, Pa.	71	Boston, Mass.	332
Alliance, Ohio	449	Bridgeton, N. J.	37
Atlantic City, N. J.	59	Bristol, Pa.	17
Altoona, Pa.	238	Bristol, Va.	620
Augusta, Ga.	742	Brooklyn, N. Y.	89
Baltimore, Md.	98	Buffalo, N. Y.	424
Bangor, Me.	578	Burlington, N. J.	19
Bellefonte, Pa.	250	Burlington, Iowa	1050
Bethlehem, Pa.	84	Camden, N. J.	1
Beverly, N. J.	13	Cape May City, N. J.	84

[1] The distances in this table are computed by the shortest or most usually traveled railroad routes.

	Miles.		Miles.
Carlisle, Pa.	124	Memphis, Tenn.	1152
Catawissa, Pa.	145	Middletown, Del.	53
Catskill (Landing), N. Y.	199	Middletown, Pa.	97
Charleston, S. C.	563	Milford, N. J.	65
Chambersburg, Pa.	158	Millville, N. J.	40
Chattanooga, Tenn.	760	Milton, Pa.	176
Chester, Pa.	14	Milwaukee, Wis.	968
Cheyenne, Dakota	1824	Mobile, Ala.	1472
Chicago, Ill.	823	Morgan's Corner, Pa.	11
Cincinnati, Ohio	668	Montgomery, Ala.	1027
Claymont, Del.	20	Moorestown, N. J.	10
Clearfield, Pa.	264	Morristown, N. J.	118
Cleveland, Ohio	505	Morrisville, Pa.	26
Contesville, Pa.	40	Mount Holly, N. J.	14
Columbia, Pa.	80	Mount Joy, Pa.	82
Columbus, Ohio	548	Nashville, Tenn.	960
Corning, N. Y.	292	Natrona, Pa.	378
Corry, Pa.	413	Newark, Del.	40
Cresson, Pa.	253	Newark, N. J.	79
Crestline, Ohio	544	New Brunswick, N. J.	56
Crisfield, Md.	163	Newburyport, Mass.	368
Cumberland, Md.	276	Newburg, N. Y.	148
Danville, Pa.	154	New Castle, Del.	34
Davenport, Iowa	1006	New Haven, Conn.	160
Delanco, N. J.	12	New London, Conn.	210
Delaware Water Gap, Pa.	100	New Orleans, La.	1527
Detroit, Mich.	675	Newport, R. I. (rail and boat).	251
Des Moines, Iowa	1180	New York City	88
Dover, Del.	76	Niagara Falls, N. Y.	446
Downingtown, Pa.	33	Northumberland, Pa.	163
Doylestown, Pa.	32	Norristown, Pa.	17
Dunkirk, N. Y.	461	Ogden, Utah	2346
Eagle, Pa.	17	Oil City, Pa.	440
Easton, Pa.	66	Omaha, Neb.	1316
Ebensburg, Pa.	264	Paoli, Pa.	20
Egg Harbor, N. J.	41	Parkersburg, Va.	481
Elizabeth, N. J.	73	Parkersburg, Pa.	45
Ellicott's Mills, Md.	113	Paterson, N. J.	104
Elmira, N. Y.	275	Pemberton, N. J.	24
Elkton, Md.	46	Pensacola, Fla.	1196
Erie, Pa.	451	Perryville, Md.	61
Flemington, N. J.	58	Petersburg, Va.	290
Florence, N. J.	23	Phillipsburg, N. J.	81
Fort Harker, Kan.	1499	Phillipsburg, Pa.	227
Fort Riley, Kan.	1414	Phœnixville, Pa.	28
Fort Wayne, Ind.	675	Pittsburgh, Pa.	355
Franklin, Pa., via Pittsburgh	480	Pittston, Pa.	151
Frederick, Md.	100	Pittston, N. J.	26
Fredericksburg, Va.	208	Port Clinton, Pa.	78
Freehold, N. J.	59	Portland, Me.	440
Galveston, Texas	1734	Portsmouth, N. H.	384
Gettysburg, via Columbia, Pa.	122	Pottstown, Pa.	40
Girard, Pa.	112	Pottsville, Pa.	98
Glassboro'ough, N. J.	18	Poughkeepsie, N. Y.	163
Grafton, Va.	377	Princess Anne, Md.	144
Greensburg, Pa.	324	Princeton, N. J.	40
Gwynedd, Pa.	18	Providence, R. I.	272
Haddonfield, N. J.	7	Promontory, Utah	2400
Hagerstown, Md.	180	Quakake, Pa.	100
Hammonton, N. J.	30	Quakertown, Pa.	38
Hamilton, Canada	489	Rahway, N. J.	68
Harrington, Del.	92	Raleigh, N. C.	451
Harrisburg, Pa.	106	Reading, Pa.	58
Harper's Ferry, Va.	179	Richmond, Va.	268
Hartford, Conn.	198	Ridgeway, Pa.	332
Havre de Grace, Md.	62	Riverton, N. J.	7
Hightstown, N. J.	41	Rochester, N. Y., via Williamsport, Pa.	373
Hollidaysburg, Pa.	246	Rochester, Pa.	381
Hornellsville, N. Y.	333	Rupert, Pa.	147
Huntingdon, Pa.	208	Sacramento, Cal.	3090
Indiana, Pa.	320	Salt Lake City	2369
Indianapolis, Ind.	736	St. George's, Del.	44
Jackson, Miss.	1344	St. Louis, Mo.	998
Jamesburg, N. J.	48	St. Mary's, Pa.	323
Jefferson City, Mo.	1125	St. Paul, Minn.	1232
Jersey City, N. J.	87	Salem, Mass.	348
Johnstown, Pa.	277	Salem, N. J.	43
Kane, Pa.	356	Salisbury, Md.	131
Kansas City, Mo.	1280	San Francisco, Cal.	3228
Knoxville, Tenn.	740	Saratoga, N. Y.	264
Lambertville, N. J.	46	Savannah, Ga.	874
Lancaster, Pa.	69	Schuylkill Haven, Pa.	89
Laramie, Dakota	1886	Scranton, Pa.	164
Lawrence, Kan.	1414	Seaford, Del.	112
Leavenworth, Kan.	1307	Sheridan, Kan.	1685
Lebanon, Pa.	86	Sing Sing, N. Y.	120
Lewistown, Pa.	167	Smyrna, Del.	66
Linwood, Pa.	18	South Amboy, N. J.	63
Little Rock, Ark.	1300	Springfield, Mass.	224
Lock Haven, Pa.	228	Steamboat, Pa.	27
Long Branch, N. J.	82	Stroudsburg, Pa.	102
Louisville, Ky.	775	Sunbury, Pa.	103
Lowell, Mass.	358	Suspension Bridge, N. Y.	448
Lynchburg, Va.	316	Syracuse, N. Y.	280
Lynn, Mass.	343	Swedesborough, N. J.	18
Madison, Wis.	961	Tacony, Pa.	6
Mahanoy, Pa.	117	Tamaqua, Pa.	98
Martinsburg, Va.	198	Titusville, Pa.	458
Mauch Chunk, Pa.	87	Toronto, Canada	528
Media, Pa.	14	Trenton, N. J.	28
Meadville, Pa.	444		

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	Miles.		Miles.
Troy, N. Y.	238	Waterford, N. J.	23
Tullytown, Pa.	21	Weldon, N. C.	354
Tunkhannock, Pa.	176	West Chester, Pa.	27
Tyrone, Pa.	524	Wheeling, Va.	424
Uintah (Salt Lake)	2340	Whitehall, Pa.	11
Valley Forge, Pa.	24	White Haven, Pa.	110
Vicksburg, Miss.	1388	Wilkesbarre, Pa.	142
Vincennes, Ind.	716	Williamsport, Pa.	197
Vineland, N. J.	35	Wilmington, Del.	28
Warren, Pa.	385	Wilmington, N. C.	516
Washington, D. C.	138	Woodbury, N. J.	8

City Commissioners.—The city commissioners are elected at the general election held on the Tuesday next following the first Monday of November. Three are then elected, each voter voting for two. They are county officers.

The city commissioners shall have the respective places appointed for holding elections put in convenient and proper order for holding and conducting the same, shall furnish the election officers of each division with the necessary blanks, stationery, etc., and a list of the taxable inhabitants of such division.

The city commissioners shall disburse no money, nor make any contracts for public works or highways, nor take any part in the opening of streets, or the assessment of the damage therefor.

The city commissioners shall draw no warrants upon the city treasury for the payment of the fees of jurors, viewers, witnesses, or officers of the courts, without a certificate of the prothonotary or clerk of the court, countersigned by one of the judges of the court in which the duty or service was performed, that the same is correct to the best of his belief; nor shall any warrant be drawn for jury or witness fees in favor of any person but the juror or witness entitled to such fees.

The city commissioners of the city shall, before entering on the duties of their office, give bond in such amount, and with such sureties as shall be approved by Councils, for the faithful performance of the duties of the said office, and that no debt shall be contracted or warrant drawn against the city by said commismissioners except for the purposes legally authorized, and not to exceed the appropriation therefor made by Councils.

In Philadelphia, all applicants for license to sell intoxicating liquors, by any measure less than one quart, shall appear before the commissioners of said city between the first Monday in March and the first Monday in April in each and every year, and make and sign an oath or affirmation of the amount of their respective sales of liquors and other refreshments at their respective bars, to the best of their knowledge and belief; and said commissioners are hereby authorized to administer said oath or affirmation, and required to file the same in their office, and rate and classify each applicant in accordance therewith: *Provided*, That any applicant for a license, for a place not previously licensed, shall be rated and classified by them for the first year as they may deem just, after considering the locality of the premises for which license is asked; and they shall make out a correct list of all such applicants, with their names, places of business, and the class in which they are respectively placed, and furnish the same to the city treasurer, who shall advertise the same once a week, for three weeks, in two daily papers.

The commissioners shall perform such other duties as Councils may from time to time prescribe.

The receipts of this department for 1882 amounted to $130,760.51, received from the following sources:

From market-houses	$48,002.00
" wharves and landings	46,040.00
" city property	7,127.89
" sale of city property, etc.	13,299.62
" venders' license	16,291.00
Total	$130,760.51

Coroner.—The coroner holds an inquest on the body of any deceased person who shall have died of violent death, or whose death shall be sudden: *Provided*, That such sudden death be after an illness of less than twenty-four hours, and that no regular practicing physician shall have been in attendance within said time, or that suspicious circumstances shall render the same necessary. He appoints a deputy at a salary of fifteen hundred dollars per annum, and himself receives six thousand dollars per annum. Coroner's jurors receive $1.50 per day.

CORONERS OF PHILADELPHIA.

Griffith Owen, before	26	7 mo.,	1685
Henry Lewis, appointed	26	7 mo.,	1685
Thomas Fitzwater, commissioned	25	7 mo.,	1688
Pentecost Teague, mentioned	17	7 br.,	1703
William Lee, elected	16	8 br.,	1703
Richard Walker, in office	May	19,	1712
Enoch Story, mentioned	——	—	1716
Richard Walker, elected	1717	to	1721
Merrick Davis, elected	1721	to	——
Joshua Fincher, elected	1726	to	1728
James Mackey, elected	Sept.	1,	1728
Merrick Davis, elected	1728	to	1729
Owen Owen, elected	1729	to	1741
Henry Pratt, elected	1741	to	1749
George Heap, elected	1749	to	1751
Thomas James, elected	1751	to	1754
Thomas Boude, elected	1754	to	1757
Peter Robeson, elected	1757	to	1761
Caleb Cash, elected	1761	to	1773
John Knight, elected	1773	to	1775
Robert Jewell, elected	1775	to	1780
Joseph Rush, elected	1780	to	1785
John Leacock, elected	1785	to	1802
John Dennis, elected	1802	to	1832
John Dickerson,[1] elected	1832	to	1836
James Gregory, appointed	May	20,	1836
Jarvis Webster, appointed	May	25,	1836
James Gregory,[2] elected	Oct. 1836	to	1839
Samuel Heintzelman,[3] elected	1839	to	1842
Francis Breisford, elected	1842	to	1845
Dr. Napoleon B. Leidy, elected	1845	to	1848
Oliver Brooks,[4] elected	Oct.	10,	1848
Jacob S. Haas, in office	1848	to	1851
Dr. Thomas O. Goldsmith,[5] in office	1851	to	1854
Joseph Delavau, in office	1854	to	1857
John R. Fenner, in office	1857	to	1860
Anthony Conrad, in office	1860	to	1863
William Taylor, in office	1863	to	1866
Samuel Daniels, in office	1866	to	1869
William Taylor, in office	1869	to	1871
John Gilbert L. Brown,[6] in office	1871	to	1874
Dr. Kingston Goddard, in office	1874	to	1877
Dr. William Kent Gilbert,[7] in office	1878	to	1880
Thomas J. Powers, appointed	July	17,	1880
Dr. William S. Janney, commissioned from	Jan.	1,	1881
Thomas J. Powers, commissioned from	Jan.	1,	1884

[1] Died in office May 1, 1836.

[2] Appointed in 1836, elected in 1839, died in office.

[3] Appointed Oct. 21, 1839, elected 1840. [4] Died Nov. 5, 1848.

[5] Elected Dec. 20, 1851; died Feb. 17, 1880.

[6] Appointed in place of Taylor, who died in office in 1870, and Brown was afterward elected in 1871, and died May 12, 1878, aged fifty-three.

[7] Died June 28, 1880, aged fifty. By Constitution of 1873 the term of Coroner Goddard was extended to Jan. 1, 1878.

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City Controller.—The qualified voters of the city elect a city controller every three years. He acts as a check on all heads of departments in matters of finance.

He shall countersign all warrants on the city treasurer, and shall not suffer any appropriation made by the City Councils to be overdrawn.

He shall superintend the fiscal concerns of the city in such manner and make reports thereon at such times as shall be prescribed by ordinance.

It shall be a misdemeanor in office for the controller of the city to pass, or the treasurer of the city to pay, any bill or order for any object not authorized by law.

The city controller shall be and he is hereby required to keep separate accounts for each specific or separate item of appropriation made by City Councils to each and every department of the city, and shall require all warrants to state particularly against which of said items the said warrant is drawn; and he shall at no time permit any one of the items of appropriation to be overdrawn, or the appropriation for one item of expenses to be drawn upon for any other purpose by any one of the departments than that for which the appropriation was specifically made; he shall upon receiving a bill or warrant from any one of the departments proceed immediately to examine the same, and if the said bill or warrant contain an item for which no appropriation has been made, or the appropriation for which is exhausted, or to which, from any other cause, he cannot give his approval, it shall be his duty immediately to inform such department, and the warrant therefor shall not be issued unless by special authority from the City Councils.

The controller shall communicate at all times to the mayor and the committees of Councils such information upon the condition of the finances and the accounts of all officers expending or receiving the moneys of the city as his department can afford.

It shall be the duty of the prothonotaries of the several courts of the said city, on the expiration of each term of their respective courts, to furnish to the controller a statement, under oath or affirmation, of the fines and penalties imposed, recognizances recovered, judgment and jury fees received, and arbitrators' and witnesses' unclaimed by the parties entitled to the same, with the name of the case in which the same were imposed, recovered, or received; and it shall be the duty of the sheriff of the county of Philadelphia to submit his account with the city to the controller for settlement on the 1st day of January, and quarterly thereafter, and upon such settlement the sheriff shall be charged with all sums received and recovered as aforesaid, and he shall forthwith pay over the balance, if any, to the city treasurer; and any officer neglecting or refusing to comply with the provisions of this section shall be deemed guilty of a misdemeanor in office, and be proceeded against in like manner as for other misdemeanors.

It shall be the duty of the controller of said city upon the death, resignation, removal, or expiration of the term of office of officers and persons who, by law or ordinance, may be authorized to receive or pay city moneys, make contracts, or draw warrants on the treasury, to audit and examine the accounts and official acts of said officer, and if such officer shall be found to be indebted or liable to said city, a copy of the report of said controller shall be filed in the office of the court of Common Pleas of said city, and a writ of *scire facias* may be issued thereon, and the City Councils shall have full power and authority to prescribe by ordinance the mode and means by which the said controller shall exercise the duty hereby enjoined, and the officers and persons whose accounts and official acts shall be so audited and examined. And whenever the writ of *scire facias* herein authorized shall issue, it shall be lawful to file with the præcipe therefor a copy of the official bonds of such defendant, and the writ of *scire facias* shall contain a clause warning the surety or sureties, or the executors or administrators of such surety or sureties, to appear and make defense, and the judgment in such proceeding may be entered against all the parties named in said writ.

Every department, board, or officer shall furnish to the controller weekly a list of the warrants which shall have been issued by such department, board, or officer during the preceding week, which list shall contain the number and amount of such warrants, the names of the party in whose favor the same were drawn, and the items of appropriation against which they were charged.

All departments and officers of the city government who are or may hereafter be authorized by ordinance to draw warrants upon the city treasurer for the payment of salaries in their respective departments, are hereby expressly prohibited from exceeding, in or for any one month, one-twelfth of the aggregate appropriation made by Councils for the payment of such salaries for the fiscal year, and the city controller is hereby required to withhold his signature from all warrants drawn in violation of the provisions of ordinances.

He shall keep a regular set of books, in which shall be opened and kept as many accounts, under appropriate titles, as may be necessary to show distinctly and separately all the estate and property whatsoever, real and personal, vested in the city by law or otherwise, all trusts in the care of the same, all debts due to and owing by the city, all the receipts and expenditures in the various departments, and all appropriations made by Councils, and the sum expended under the same.

He shall make a report, verified by oath or affirmation, to the City Councils, at their first stated meeting in January in each year, of the public accounts of the city and of the trusts in their care, exhibiting all the receipts and expenditures of the city, the sources from which the revenue and funds are derived, and in what manner the same have been disbursed, each

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account to be accompanied by a statement in detail, in separate columns, of the several appropriations made by Councils, the amount drawn on each appropriation, and the balance standing to the debit or credit of such appropriation; and he shall publish said report in two daily papers, twice in each paper.

In Philadelphia, the duty of county auditors was transferred by the act of Feb. 2, 1854, to a city controller, to be elected every second year. By the Constitution of 1873, the term was increased to three years. The revenues of the controller's department from all sources for the year 1882, were,—

Taxes	$10,386,872.56
Highways	51,175.18
Water	1,487,967.71
Fines and penalties	46,567.97
Licenses, pawnbrokers', theatrical, petroleum, etc	3,200.00
Guardians of the poor	3,064.06
Inspectors of prison	13,000.00
Board of Health	28,564.19
Police	1,462.42
Schools (State)	170,000.00
Sheriff	43,929.24
City solicitor	108,875.40
Markets and city property	101,169.89
Miscellaneous	34,177.75
Fire commissioners	1,698.91
Park fund	13,449.91
Surveys	4,845.25
City treasurer	12,496.00
Register of wills	81,011.69
Dividends, North Pennsylvania Railroad stock, and trustees gas-works	508,352.00
Port wardens	301.50
Boiler inspection	14,194.90
House of Correction	13,075.31
State tax after settlement	29,940.10
Public buildings	458.33
Huckster licenses	16,291.00
Prothonotary	50,339.20
Recorder of deeds	73,407.27
Clerk of Quarter Sessions	33,652.00
City commissioners	18,201.00
Poll tax	40,067.20
Public building tax	4,344.27
Ice-boats	687.62
Delinquent tax commissions	12,560.13
Fire-escapes	672.00
Fire-alarm telegraph	10,287.41
Total receipts	$13,425,404.97

The expenditures for the same period were for:

Interest on the funded debt	$4,002,690.80
Interest on outstanding warrants	105.40
The several sinking funds	806,605.00
Warrants of previous years	404,002.65
Erection of public buildings	774,626.07
Amount paid Park fund	6,380.49
Amount paid for departments	6,705,318.11
Amount paid for judgments, executions, etc	137,879.26
Amount paid for four per cent. loans, series C	400,000.00
Amount paid miscellaneous	18,076.71
Total expenditures	$13,255,684.53
Total receipts	$13,425,404.97
Total expenditures	13,255,684.53
Excess receipts over expenditures	$169,720.44
Add the cash balance, Jan. 1, 1882	2,250,693.44
Add the sinking fund cash, Jan. 1, 1883	705,271.39
The result is the general cash balance, Jan. 1, 1883	$3,125,685.27
Cost of the several departments for 1875	$10,105,919.89
Cost of the several departments for 1876	9,896,619.64
Cost of the several departments for 1877	8,184,961.20
Cost of the several departments for 1878	7,161,704.18
Cost of the several departments for 1879	7,160,634.85
Cost of the several departments for 1880	6,370,578.34
Cost of the several departments for 1881	6,884,326.92
Cost of the several departments for 1882	7,110,561.18

CITY CONTROLLERS.

John N. Henderson, elected	June	6, 1854
Stephen Taylor, elected	May	6, 1856
George W. Hufty, elected	May	4, 1858
Joseph R. Lyndall,[1] elected	Oct.	14, 1862
George Getz, elected	Oct.	13, 1868
Samuel P. Hancock,[2] in office	Feb.	14, 1870
Robert Emory Pattison,[3] elected	Nov.	7, 1877
S. Davis Page,[4] appointed	Jan.	15, 1883
E. Harper Jeffries,[5] elected	Nov.	6, 1883
William N. Hirst, appointed	Jan.	1884

[1] Lyndall was elected Oct. 14, 1862, and re-elected in 1864 and 1866.

Appropriations for 1883 and Estimates for 1884.—The following table shows the amount of the annual appropriations to the departments for 1883, and the estimates received to Feb. 1, 1884, for this year:

	1883.	1884.
Police	$1,457,195.71	$1,438,875.71
Highways	648,690.00	.....
Guardians of the Poor	398,904.00	350,000.00
City commissioners	606,888.00	.....
Markets and city property	136,182.85	235,683.00
City treasurer	33,920.00	34,420.00
Board of Revision	113,050.00	115,215.00
Park commissioners	266,588.50	394,422.50
Water	611,292.00	2,000,000.00
Clerks of Councils	40,446.00	40,296.00
Receiver of taxes	43,200.00	91,200.00
Surveys	42,504.00	66,620.00
City solicitor	46,280.00	41,280.00
Fire commissioners	457,140.00	572,460.00
Lighting the city	186,809.60	.....
Board of Public Education	1,637,051.04	1,756,130.85
Board of Health	92,135.67	111,284.00
County prison	120,464.00	.....
County ice-boats	45,065.00	45,065.00
City controller	43,550.00	43,550.00
Police and fire-alarm telegraph	34,300.00	41,750.00
Boiler inspection	13,300.00	13,575.00
House of Correction	189,575.00	184,625.00
Port wardens	7,130.00	13,850.00
Public buildings	750,000.00	1,297,500.00
Board of fire-escapes	450.00	450.00
Sheriff	57,320.00	.....
Register of wills	27,400.00	28,900.00
District attorney	35,900.00	28,900.00
Coroner	23,070.00	23,020.00
Recorder of deeds	64,000.00	83,300.00
Prothonotary	57,800.00	61,700.00
Clerk of Quarter Sessions	24,000.00	21,200.00
Total	$8,310,201.37	.....

FUNDED AND FLOATING DEBT.

The funded debt of the city Jan. 1, 1882, was	$68,139,916.24
Amount redeemed by sinking fund commissioners	271,600.00
	$67,868,316.24
Amount of four per cent. loan, series C, paid off	400,000.00
Funded debt Jan. 1, 1883	$67,468,316.24
Funded debt of the city Jan. 1, 1882	$68,139,916.24
Floating debt of the city Jan. 1, 1882	489,487.48
Total funded and floating debt Jan. 1, 1882	$68,629,403.72
Funded debt of the city Jan. 1, 1883	$67,468,316.24
Floating debt of the city Jan. 1, 1883	454,576.17
	$67,922,892.41

MEANS OF PAYING DEBT.

45,000 shares of Philadelphia and Erie Railroad stock at $20 per share	$900,000.00
12,784 shares of North Pennsylvania Railroad stock at $50 per share	639,200.00
Sinking fund securities, city loan at par	20,434,375.60
Sinking fund securities, State loan at par	182,900.00
Sinking fund securities, United States loan at par 3 per cent	1,000,000.00
Outstanding taxes	2,422,956.53
Cash in the treasury Jan. 1, 1883	3,125,685.27
	$28,705,016.80

VALUATION OF PROPERTY AS FURNISHED BY THE BOARD OF REVISION FOR TAXATION, 1883.

	Classified as follows:	Rate.	Product.	Aggregate Tax.
Full	$516,984,183.00	$1.85	$9,564,207.38	
Suburban	35,447,307.00	1.23½	437,183.45	
Farm	19,051,765.00	92½	176,228.83	
Totals	$571,483,255.00	.....	.....	$10,177,619.66

[2] Died April 5, 1879, aged fifty-six. [3] Re-elected Nov. 2, 1880.

[4] Controller Pattison having been elected Governor of the Commonwealth, appointed his successor.

[5] Died Jan. 21, 1884.

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STATEMENT OF FOUR, FIVE, AND SIX PER CENT. LOANS AND YEARS OF THEIR MATURITY.

Years	Four per cent.	Five per cent.	Six per cent.	Total.	
1883	$380,425.00	$1,000.00	$737,557.90	$1,118,982.90	
1884	393,250.00	10,000.00	2,414,[illegible]	2,8[illegible]	
1885	380,925.00	5,850.00	1,157,[illegible]	1,561,[illegible]	
1886	400,000.00	.....	2,164,400.00	2,[illegible]	
1887	254,825.00	.....	1,122,[illegible]	1,376,[illegible]	
1888	20,000.00	.....	150,400.00	170,400.00	
1889	204,975.00	.....	1,[illegible]	1,8[illegible]	
1890	400,000.00	.....	1,300,400.00	1,700,400.00	
1891	400,000.00	.....	1,731,000.00	2,131,000.00	
1892	400,000.00	.....	2,731,720.35	3,131,720.35	
1893	400,000.00	.....	620,611.41	1,020,611.41	
1894	400,000.00	.....	4,279,077.65	4,679,077.65	
1895	400,000.00	.....	[illegible]	7,[illegible]	
1896	400,000.00	.....	[illegible]	3,[illegible]	
1897	400,000.00	.....	1,[illegible]	2,[illegible]	
1898	400,000.00	.....	[illegible]	1,200,000.00	
1899	400,000.00	.....	6,640,[illegible]	7,040,000.00	
1900	400,000.00	.....	4,[illegible]	5,[illegible]	
1901	400,000.00	.....	3,822,[illegible]	4,222,000.00	
1902	400,000.00	.....	2,[illegible]	2,525,000.00	
1903	400,000.00	.....	5,[illegible]	[illegible]	
1904	400,000.00	.....	1,485,[illegible]	1,[illegible]	
1905	.....	.....	1,834,400.00	1,834,400.00	
1906	.....	.....	150,000.00	150,000.00	
Totals	$8,074,500.00	$17,150.00	$59,264,286.09	$67,356,236.09	$67,356,236.09
Loans overdue and yet outstanding				$913,369.76	
From which deduct $800,769.61, which appears to have been paid in excess of the amount reported as due in certain years and outstanding at consolidation. The district and county loans being payable in various months in the latter part of the year, on being transferred for consolidated city loans, the time of payment was thrown forward to January of the following year, thus making the amount payable in that year appear as an excess, and the amount in the year prior as yet outstanding				$800,769.61	112,080.15
Funded debt Jan. 1, 1883					$67,468,316.24

Debt guaranteed by the city for gas loans, included in the above statement.

By ordinance approved July 13, 1855, due July 1, 1885	$300,000.00
By ordinance approved March 26, 1859, due July 1, 1884	[illegible]
By ordinance approved Oct. 22, 1860, due July 1, 1884	499,400.00
By ordinance approved Dec. 22, 1864, due July 1, 1884	1,[illegible]
By ordinance approved Dec. 26, 1868, due Jan. 1, 1890	1,[illegible]
By ordinance approved May 17, 1870, due Jan. 1, 1900	1,[illegible]
By ordinance approved Oct. 26, 1871, due Jan. 1, 1902	[illegible]
By ordinance approved Nov. 6, 1874, due Jan. 1, 1905	1,000,000.00
Total	$5,[illegible]

FUNDED AND FLOATING DEBT OF THE CITY.

Years.	Funded Debt.	Floating Debt.	Total Funded and Floating.	Cost of Departments.	Tax-Rate.
Jan. 1, 1860	$20,913,505.09	$443,254.77	$21,356,759.86	$2,682,548.13	$2.00
Jan. 1, 1861	20,982,409.20	939,323.15	21,921,732.35	2,567,826.46	2.25
Jan. 1, 1862	21,516,851.93	1,099,444.52	22,616,296.45	2,831,130.39	2.30
Jan. 1, 1863	24,029,755.14	720,301.02	24,750,056.16	3,482,243.32	2.30
Jan. 1, 1864	24,292,376.62	1,421,242.87	25,713,619.49	3,917,321.34	2.30
Jan. 1, 1865	28,910,484.52	3,853,414.38	32,763,898.90	4,150,296.84	2.80
Jan. 1, 1866	33,837,793.96	2,889,335.04	36,727,129.00	4,101,709.11	4.00
Jan. 1, 1867	35,165,621.35	2,153,566.52	37,349,187.87	4,442,361.72	4.00
Jan. 1, 1868	36,677,529.77	1,442,088.85	38,119,618.62	4,421,834.63	1.40
Jan. 1, 1869	36,737,735.66	3,450,605.30	40,188,340.96	5,322,054.43	1.80
Jan. 1, 1870	42,401,933.94	2,692,313.40	45,094,247.34	5,630,611.88	1.80
Jan. 1, 1871	44,654,229.03	4,140,635.61	48,794,864.64	6,468,446.27	1.80
Jan. 1, 1872	47,075,330.45	4,476,805.08	51,552,136.53	5,694,444.53	2.08
Jan. 1, 1873	51,697,141.67	2,510,948.52	54,208,090.40	8,462,752.51	2.15
Jan. 1, 1874	58,165,516.97	2,465,354.12	60,630,871.09	9,070,844.72	2.20
Jan. 1, 1875	60,371,532.40	4,018,931.25	64,390,463.65	10,105,919.89	2.15
Jan. 1, 1876	61,025,091.70	8,691,432.47	69,716,524.17	9,896,619.64	2.15
Jan. 1, 1877	61,169,271.70	12,404,875.22	73,574,146.92	8,184,961.20	2.25
Jan. 1, 1878	61,721,541.70	11,893,810.09	73,615,351.79	7,161,704.18	2.15
Jan. 1, 1879	61,092,641.70	10,742,459.65	71,845,1[illegible]1.35	7,160,634.85	2.05
Jan. 1, 1880	70,970,041.70	1,294,554.06	72,264,595.76	6,370,578.34	2.00
Jan. 1, 1881	69,431,064.75	601,365.72	70,032,430.47	6,883,326.92	1.95
Jan. 1, 1882	68,139,916.24	489,487.48	68,629,403.72	7,100,561.18	1.90
Jan. 1, 1883	67,468,316.24	.....	.....	.....	1.85

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The funded debt of the city, Jan. 1, 1883		$67,468,316.24	22,500 shares Sunbury and Erie Railroad stock, par value $100 per share, or 45,000 shares Philadelphia and Erie Railroad stock, per value $50 per share, at $20 per share, market value	$900,000.00
Classified as follows:			12,784 shares North Pennsylvania Railroad stock, at $50 per share, par value	639,200.00
Balance of amount due at consolidation	$4,054,566.24		Sinking fund securities (city loan at par)	20,434,375.00
For war purposes	11,650,000.00		Sinking fund securities (Pennsylvania State loan at par)	182,801.00
For railroad subscriptions	1,725,000.00		Sinking-Fund securities (United States government 3 per cent. at par)	1,000,000.00
For school purposes	3,600,000.00		Outstanding taxes, due and collectable	2,422,956.53
For bridges	4,853,500.00		Cash in treasury Jan. 1, 1883	3,125,685.27
For water-works	6,500,000.00			
For Park and Centennial	8,701,600.00			
For House of Correction	950,000.00			
For ice-boats	385,000.00			
For station-houses	450,000.00			
For sewers	3,750,750.00			
For fire purposes	200,000.00			
For municipal purposes	14,648,500.00			
For guaranteed debt gas-works	5,999,400.00			
For floating debt of departments		454,576.17	Excess of debt over and above assets	39,217,875.61
		$67,922,892.41		$67,922,892.41

Highway Department.—The department of highways, bridges, and sewers of the city is constituted as follows: One chief commissioner, at a salary of four thousand dollars; six assistant commissioners, at a salary of two thousand dollars each; one superintendent of city railroads, one chief clerk, one assistant clerk, one license clerk, one assistant license clerk, one miscellaneous clerk, one messenger, and twelve street superintendents.

The building and repairing of all bridges, culverts, sewers, and inlets, the opening, grading, curbing, paving, repaving, and repairing of all streets, roads, lanes, alleys, and other highways of the city of Philadelphia, is under the control, supervision, and management of the chief commissioner of highways.

Councils elect, in joint convention, by *viva voce* vote, one chief commissioner of highways, to serve three years. The said chief commissioner appoints six assistant commissioners, whose term is two years (three of whom are elected for one year, and three for two years), and until their successors be duly qualified. It is the duty of said chief commissioner to assign the assistant commissioners to their respective districts, and the said assistant commissioners have charge of the respective districts to which they have been assigned, and have the general supervision of all work done therein by order of the chief commissioner (who may, at his discretion, at any time assign any of the said assistants to any other district he may deem for the advantage of the department). The said assistant commissioners enforce all laws and ordinances relative to the department of highways, and have charge of and direct (subject to the chief commissioner) the street superintendents and workmen that may be employed within the limits of their respective districts.

The chief commissioner shall annually report to Councils, in detail, the receipts and disbursements of his department during the past fiscal year.

The joint standing committee of Councils have supervision over all matters appertaining to this department, and it is the duty of the chief commissioner of highways to submit all contracts, plans, etc., together with all accounts, bills, etc., for work or labor done, which may appertain to this department, to the said committee for their inspection, before any action shall be had thereon.

The appropriation for this department for the year 1882 was $639,397.60, and the disbursements were $506,089.75, and the revenue for the year amounted to $51,175.18.

The office of the chief commissioner of highways was created by the act of consolidation, *i.e.*, Feb. 2, 1854, P. L., for the supervision of the streets and roads of this city and county. By the act of April 21, 1855, and ordinance of Councils, the chief and his two assistant commissioners were constituted a board for the transaction of all business relating to the highways. The term of office at first was for one year, but since the new constitution for three years.

This department in 1882 expended $251,885 for street cleaning and removing ashes, garbage, and dead animals. Prior to 1882 this work had come under the supervision of the Board of Health, and their annual expenditures for this purpose were as follows:

	Cleaning Streets and Removing Ashes.	Removing Garbage.	Total.
1877	$282,027.10	$49,123.27	$331,130.27
1878	168,899.44	22,747.25	191,646.69
1879	171,552.35	23,188.46	194,740.81
1880	169,040.16	23,192.96	192,233.12
1881	133,630.73	19,311.00	152,941.75
Average for five years under Board of Health			212,542.50
1882 Under Department of Highways			251,995.00

CHIEF COMMISSIONERS.

Thomas Birch, elected	Oct.	5, 1854
John McCarthy, elected	July	16, 1857
Conrad B. Andress, elected	July	8, 1858
Joseph Shantz, elected	July	7, 1859
James Landy, elected	Feb.	6, 1860
George W. Schofield, elected	Feb.	26, 1863
William W. Smedley, elected	Feb.	11, 1864
Mahlon H. Dickinson, elected	Feb.	12, 1867
John Liberton Hill, elected	Feb.	18, 1875
William Baldwin,[1] elected	March	2, 1876
John D. Estabrook, elected	Jan.	6, 1883

Markets and City Property.—This department is conducted by a commissioner of markets and city

[1] Mr. Baldwin was elected for the unexpired term of John L. Hill, who resigned and was re-elected for three years, Jan. 1, 1877, and again on Dec. 30, 1879, for three years from Jan. 1, 1880. He died suddenly of heart-disease on Jan. 1, 1883, aged forty-five years, on his way to attend a joint meeting of Councils, who were to fill his expired term of office.

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property. He is elected by Councils for a term of three years. He is charged with the renting and collecting of the rents of all market-stalls and stands, and with the care of all the market-houses belonging to the city, and wharves and landings.

Steam-Engines and Boilers.—The mayor of the city of Philadelphia nominates, in the month of June, annually, and by and with the advice of the Select Council of the said city, appoints a person skillful and competent, for the discharge of the duties performed by him, to be the inspector of stationary engines in and for the city of Philadelphia. Before entering upon the duties of his office he gives bond in the sum of ten thousand dollars, with security, approved by the mayor.

It is the duty of the inspector carefully to examine and inspect all stationary steam-engines and steam-boilers erected or in use; and no stationary steam-engine or steam-boilers shall be erected and put into use and operation in the city of Philadelphia without being first inspected and certified to be competent and safe under the hand and seal of the inspector; and he shall furnish to the owner, proprietor, or other person using such engine or steam-boiler a certificate under his hand and the seal of his office that it has been so inspected and found to be competent and safe; he shall from time to time, and as often as he may deem expedient, examine all or any such engines or steam-boilers in use or operation, and for such purpose he, together with his assistants, may enter upon any premises and require the removal of any part of the building, fixtures, or machinery, and he shall note in a book to be kept for that purpose the result of every such examination; and he shall, at least once in every year, make such examination and give certificate of the result whenever required.

Gas and Gas-Works.—The city manufactures gas under and by twelve trustees, six elected by Common and six by Select Council. They select a president out of their own number. They serve three years. They conduct the business of manufacturing and distributing gas.

It is the duty of the trustees to manufacture carburetted hydrogen gas from bituminous coal for the purpose of public and private illumination, and to lay pipes for its distribution through the city. The trustees keep accurate accounts of their receipts and disbursements, and report the same, together with a statement of their proceedings, to Councils annually in the month of January, and give such other information as may from time to time be required by the Select or Common Council.

The trustees are vested with power to construct works, to purchase materials, make contracts, and employ such agents as they deem necessary in and about the furnishing of light for public and private use.

According to the engineer's report of the gas-works for 1882, the total amount of gas made during the year was 2,319,898,000 cubic feet, making the total product of the works since their erection 37,342,521,000 cubic feet.

The amount manufactured at the different stations was as follows:

	Cubic feet.
Gas made at the Twenty-sixth Ward works....	713,212,000
Gas made at the Ninth Ward works.....	1,079,907,000
Gas made at the Fifteenth Ward works.....	23,155,000
Gas made at the Twenty-first Ward works.....	41,627,000
Gas made at the Twenty-fifth Ward works....	461,997,000
	2,319,898,000

The maximum consumption of gas in twenty-four hours was 10,667,000 cubic feet, which occurred on the night of the 22d of December, 1882. The maximum production of gas in twenty-four hours was 10,049,000 cubic feet.

The Philadelphia Gas Department has 742 miles of gas mains, 13,100 street lamps, about 102,000 consumers of gas, with an annual consumption of about 2,054,857,000 cubic feet. The price for cubic feet is $1.90 for gas, with an average illuminating power of 16.39 candles. By resolution of the trustees, gas has been supplied the city lamps without cost since Oct. 1, 1882.

The net profits of the gas-works during the year 1882 were $510,586.57, making the accumulated profits to the end of the year, $4,538,957.23.

ANNUAL REGISTRY OF CONSUMERS AND PUBLIC LIGHTS.

Date.	Applications.	Total number of Consumers.	Streets.
1836	301	277	165
1837	497	666	136
1838	849	1,341	133
1839	946	1,987	162
1840	788	2,393	112
1841	874	2,774	13
1842	845	3,078	30
1843	986	3,429	59
1844	1,000	3,928	195
1845	1,147	4,444	112
1846	1,465	5,192	96
1847	1,869	6,174	84
1848	1,956	7,128	21
1849	2,191	8,139	74
1850	2,227	9,216	72
1851	2,529	10,406	124
1852	3,004	11,663	118
1853	3,280	12,989	87
1854	2,884	13,904	27
1855[1]	17,479	22,898	1,368
1856[1]	6,272	23,544	84
1857	5,504	26,304	68
1858.[1]	11,801	29,953	562
1859[1]	14,008	37,590	965
1860	10,876	41,200	478
1861	11,594	44,010	398
1862	9,507	44,429	391
1863	9,581	46,528	492
1864	9,087	48,556	158
1865	8,868	50,487	53
1866	10,625	52,938	199
1867	10,814	55,554	184
1868	10,886	57,542	159
1869	14,664	62,393	152
1870	16,039	66,943	237
1871	15,803	70,774	289
1872	16,411	74,769	364
1873	18,434	79,477	435
1874	17,271	81,712	433
1875	20,423	86,299	559
1876	19,856	90,443	560
1877	23,862	93,759	384
1878	22,930	96,441	240
1879	16,844	97,838	270 [2] 482
1880	13,878	99,035	163
1881	13,883	100,368	257
1882	13,585	101,958	251
Totals	420,423	1,894,858	12,755

[1] Including those received from private gas companies.
[2] Northern Liberties.

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LENGTH OF MAINS *Laid in Streets, Each Year, in Lineal Feet.*

DATE.	1½-inch.	2-inch.	3-inch.	4-inch.	6-inch.	8-inch.	10-inch.	12-inch.	16-inch.	18-inch.	20-inch.	30-inch.	36-inch.	40-inch.	Totals.
1836	.....	2,310	15,951	10,184	4,018	.....	9,140	.....	.....	...	.....	.....	.....	.....	41,603
1837	.....	3,468	13,068	4,392	6,984	.....	.....	.....	.....	...	.....	.....	.....	.....	27,822
1838	.....	150	16,660	14,469	9,036	.....	27	10,881	2,340	...	.....	.....	.....	.....	52,503
1839	.....	1,704	11,629	11,997	4,419	3,726	.....	.....	.....	...	.....	.....	.....	.....	33,475
1840	.....	222	1,674	576	261	.....	.....	.....	.....	...	.....	.....	.....	.....	2,743
1841	.....	204	8,874	7,137	27	.....	.....	.....	.....	...	.....	.....	.....	.....	16,242
1842	.....	324	6,831	3,483	360	774	.....	.....	.....	...	.....	.....	.....	.....	11,772
1843	.....	906	32,796	16,767	1,595	1,053	.....	.....	.....	...	.....	.....	.....	.....	52,977
1844	.....	30,696	38,655	23,555	2,358	3,663	891	.....	.....	...	.....	.....	.....	.....	99,818
1845	426	3,240	9,360	4,725	837	.....	.....	.....	.....	...	.....	.....	.....	.....	18,588
1846	.....	10,734	9,855	8,442	378	2,070	.....	.....	.....	...	.....	.....	.....	.....	31,479
1847	.....	4,164	6,000	2,808	900	135	.....	.....	.....	...	.....	.....	.....	.....	14,667
1848	.....	1,734	7,578	3,897	1,458	477	.....	.....	.....	...	.....	.....	.....	.....	15,144
1849	.....	9,690	9,117	5,724	2,934	13,284	4,266	2,619	8,073	...	495	.....	.....	.....	56,202
1850	.....	6,666	9,513	6,345	2,718	.....	.....	.....	.....	...	.....	.....	.....	.....	25,242
1851	.....	11,901	18,441	10,755	720	324	.....	.....	.....	...	.....	.....	.....	.....	42,141
1852	.....	18,864	19,710	14,958	.....	1,359	.....	.....	.....	...	6,867	.....	.....	.....	61,758
1853	.....	7,152	3,744	3,780	414	.....	.....	.....	720	...	7,257	.....	.....	.....	23,067
1854	.....	678	1,026	828	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	2,532
1855[1]	.....	3,271	2,968	173,289	36,378	16,097	3,151	8,276	.....	...	8,014	.....	.....	.....	452,334
1856[1]	.....	1,956	19,941	16,596	7,286	3,834	5	.....	.....	...	504	.....	.....	.....	50,122
1857	.....	363	1,844	325	117	34	.....	.....	.....	...	.....	.....	.....	.....	2,683
1858[1]	204	11,500	76,968	94,440	20,776	9,691	.....	.....	.....	...	.....	.....	.....	.....	213,539
1859[1]	246	18,6[illegible]6	250,715	92,467	58,041	17,173	2,614	2,570	.....	...	.....	.....	.....	.....	442,422
1860	3080	31,673	96,640	71,454	16,450	11,202	.....	.....	.....	...	.....	.....	.....	.....	232,498
1861	347	16,385	65,675	27,694	1,693	462	.....	6,119	13,470	18	972	.....	.....	.....	132,135
1862	1125	17,123	33,797	33,767	6,343	3,964	9	1,316	.....	...	697	.....	.....	.....	98,081
1863	1080	14,742	58,551	42,708	12,774	8	.....	.....	.....	...	.....	.....	.....	.....	129,873
1864	354	2,718	19,049	13,139	3,593	156	.....	36	.....	...	.....	.....	.....	.....	39,045
1865	90	2,358	24,317	27,982	17,524	9,456	.....	8,439	4	...	.....	.....	.....	.....	90,170
1866	.....	1,600	27,607	18,450	3,421	6	.....	2,861	.....	...	.....	.....	.....	.....	53,945
1867	.....	600	18,555	13,987	669	2,132	287	.....	488	...	.....	.....	.....	.....	36,724
1868	.....	18	10,664	5,396	43	44	.....	.....	7,356	...	.....	.....	.....	.....	24,521
1869	.....	3,032	67,449	59,006	11,808	15,871	64	6,791	6,995	...	16,237	.....	.....	.....	187,253
1870	.....	4,247	73,542	47,840	6,048	171	.....	29,357	.....	...	152	.....	.....	.....	161,455
1871	.....	1,284	17,338	16,153	796	180	222	133	.....	...	764	205	1220	.....	38,295
1872	.....	796	35,329	36,379	1,352	1,364	4	.....	.....	...	.....	.....	.....	.....	75,224
1873	.....	2,759	58,893	39,494	776	700	.....	.....	.....	...	3,144	.....	.....	.....	105,757
1874	.....	3,852	14,022	13,529	3,113	1,490	.....	.....	.....	...	256	.....	.....	.....	36,262
1875	.....	2,200	94,436	71,064	10,264	22,572	.....	7,428	2,208	...	7,136	4	.....	....	217,312
1876	.....	4,005	50,280	43,092	4,722	10,448	.....	4	.....	...	552	.....	.....	.....	112,993
1877	.....	118	11,607	30,924	180	17,478	.....	12	.....	...	16,118	6635	.....	1458	84,530
1878	.....	868	16,672	9,167	1,368	4	.....	8,360	.....	...	24	.....	.....	.....	36,463
1879	.....	3,859	11,095	8,459	96	13,571	.....	.....	.....	...	.....	.....	.....	.....	37,080
1880	.....	1,616	6,552	5,952	321	.....	.....	517	.....	...	.....	.....	.....	.....	14,958
1881	.....	170	9,9[illegible]9	8,111	3,520	4	.....	60	.....	...	.....	.....	.....	.....	21,774
1882	.....	559	31,917	24,250	854	72	.....	12	.....	...	.....	.....	.....	.....	57,664
Total.	6952	267,142	1,648,364	1,199,685	268,941	185,839	20,680	95,791	41,654	18	69,189	6844	1220	1458	3,813,777

[1] Including those received from gas companies.

GAS *made at all the Works managed under the Trust, and of that delivered to Private and Public Lights, Dec.* 31, 1882.

YEAR.	Made at Works in Twenty-sixth, Ninth, Fifteenth, Twenty-first, and Twenty-fifth Wards.	Public Lights.	Private Lights.	Used at the Works, Offices of the Trust, Loss by Leakage, etc.
1859	562,110,000	98,900,345	395,228,000	67,981,655
1860	619,578,000	119,394,818	459,152,800	60,430,382
1861	632,545,600	134,372,343	437,627,100	60,546,157
1862	656,987,000	149,744,273	449,189,400	58,043,327
1863	735,698,000	163,201,929	512,121,562	60,374,509
1864	794,676,000	161,408,525	549,876,900	83,390,575
1865	844,516,000	166,085,951	565,939,500	112,490,549
1866	915,956,000	153,644,194	642,531,366	119,780,440
1867	981,642,000	132,081,858	687,539,000	161,421,142
1868	1,066,670,000	148,912,204	743,727,100	174,030,696
1869	1,164,162,000	151,942,222	829,580,000	181,639,778
1870	1,241,485,000	204,882,056	898,359,680	138,242,964
1871	1,338,972,000	229,120,197	952,238,454	157,613,849
1872	1,486,969,000	247,329,681	1,041,707,033	197,932,286
1873	1,648,587,000	279,622,442	1,217,442,033	151,532,525
1874	1,766,268,000	294,884,473	1,235,322,660	236,060,867
1875	1,873,192,000	313,373,748	1,262,565,870	297,252,382
1876	2,154,281,000	345,154,257	1,485,382,070	323,744,673
1877	2,110,677,000	356,539,129	1,365,075,070	389,062,801
1878	2,167,539,000	365,455,942	1,348,371,523	453,711,535
1879	2,180,625,000	381,983,098	1,329,430,907	469,211,005
1880	2,173,010,000	391,232,301	1,386,500,000	395,277,399
1881	2,209,145,000	412,641,932	1,444,190,800	352,312,268
1882	2,319,898,000	412,987,568	1,623,602,140	283,308,292
Made in 23 previous years	3,678,362,400			
	37,342,521,000	5,816,096,376	22,862,680,268	4,985,381,956

NUMBER OF LAMPS *under the Care of Department of Public Lighting, Jan.* 1, 1882.

City,[1] including Moyamensing, Southwark, West Philadelphia, Spring Garden, Kensington, Richmond, Germantown, Manayunk, Frankford, and Nicetown	12,414
Northern Liberties[2]	509
	12,923

The board of trustees of the Philadelphia Gas-Works for 1884 are as follows:

President, William D. Gardner; Trustees, John S. Rittenhouse, William R. Leeds, Samuel S. Kelly, M. Hall Stanton, James Work, Alfred Moore, William W. Alcorn, Thomas H. Gill, William H. Smith, Effingham B. Morris, James E. Salter, William D. Gardner; Engineer, William K. Park (elected Feb. 28, 1879); Cashier, Samuel M. White (elected June 28, 1870); Registrar, Thomas Noble (elected Dec. 9, 1870); Controller, Alexander J. McCleary.

Police Magistrates.—In accordance with the requirements of the twelfth section of Article v. of the Constitution of 1873, the Assembly, by act of Feb. 5, 1875, authorized the election of a police magistrate (to serve for five years from the first Monday in April) for every thirty thousand inhabitants of the city of Philadelphia. The courts therefor to be located by Councils, and indicated by numbers, the magis-

[1] Supplied directly from City Works.

[2] Supplied directly from Northern Liberties Gas-Works.

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trates to choose their courts by lot; and in the election for magistrates, no voter to vote for more than two-thirds of the number to be elected. By the Constitution, the office of alderman in Philadelphia was abolished.

The police magistrates have jurisdiction not exceeding one hundred dollars, and exercise such authority, civil and criminal, as is given them by law. Their jurisdiction extends throughout the city and county, and they are *ex officio* justices of the peace.

MAGISTRATES.

1. Jesse S. Bonsall, elected	Feb.	16, 1875
2. William B. Collins, elected	Feb.	16, 1875
3. Andrew Alexander, Sr., elected	Feb.	16, 1875
4. T. Sprole Leisenring, elected	Feb.	16, 1875
5. William H. List, elected	Feb.	16, 1875
6. Hugh Franklin Kennedy, elected	Feb.	16, 1875
7. John McClintock, elected	Feb.	16, 1875
8. Robert R. Smith, elected	Feb.	16, 1875
9. William A. Thorp, elected	Feb.	16, 1875
10. John F. Pole, elected	Feb.	16, 1875
11. Wilson Ker, elected	Feb.	16, 1875
12. Ezra Lukens, elected	Feb.	16, 1875
13. Charles E. Pancoast, elected	Feb.	16, 1875
14. John Develin,[1] elected	Feb.	16, 1875
15. Luke V. Sutphin, elected	Feb.	16, 1875
16. Stuart Field, elected	Feb.	16, 1875
17. Henry Smith, elected	Feb.	16, 1875
18. Benton O. Severn, elected	Feb.	16, 1875
19. David Hanley Stone, elected	Feb.	16, 1875
20. Alfred T. Snyder, elected	Feb.	16, 1875
21. Thaddeus Stearne, elected	Feb.	16, 1875
22. George R. Krickbaum, elected	Feb.	16, 1875
23. Thomas H. Clark, elected	Feb.	16, 1875
24. Thomas Randall, elected	Feb.	16, 1875
14. John T. Thompson,[2] appointed	Feb.	19, 1878
15. Joseph S. Allen,[3] appointed	Sept.	14, 1879

Second Term.

1. William A. Thorp, elected	Feb.	17, 1880
2. John King Findlay, elected	Feb.	17, 1880
3. Henry H. Everly,[3] elected	Feb.	17, 1880
4. Hugh Collins, elected	Feb.	17, 1880
5. William H. List, elected	Feb.	17, 1880
6. John B. Martin, elected	Feb.	17, 1880
7. John McClintock, elected	Feb.	17, 1880
8. Robert R. Smith, elected	Feb.	17, 1880
9. Richard J. Lennon, elected	Feb.	17, 1880
10. John F. Pole, elected	Feb.	17, 1880
11. Albert H. Ladner, elected	Feb.	17, 1880
12. Ezra Lukens, elected	Feb.	17, 1880
13. Charles Brown, elected	Feb.	17, 1880
14. John T. Thompson, elected	Feb.	17, 1880
15. Joseph S. Allen, elected	Feb.	17, 1880
16. William P. Becker, elected	Feb.	17, 1880
17. Henry S. Myers, elected	Feb.	17, 1880
18. Benton O. Severn, elected	Feb.	17, 1880
19. Joseph S. Riley, elected	Feb.	17, 1880
20. Robert J. Barr, elected	Feb.	17, 1880
21. Thomas W. South, elected	Feb.	17, 1880
22. George R. Krickbaum, elected	Feb.	17, 1880
23. Thomas H. Clark, elected	Feb.	17, 1880
24. Thomas Randall, elected	Feb.	17, 1880
3. James L. Brown, appointed	May	26, 1881

The following statistical information for reference was furnished by the various city departments at the request of John E. Addicks, health officer in 1882:

Philadelphia is situated in latitude 39° 57′ N. and 75° 09′ W. The total area is one hundred and twenty-nine thousand four hundred and fifty square miles, or eighty-two thousand eight hundred and forty-eight acres.

The greatest elevation in each ward above high water is, viz.:

	Feet.
First.—Gerhard, north of McKean Street	24.29
Second.—Hale, west of Tenth Street	28.58
Third.—Lebanon, south of Fitzwater Street	31.05
Fourth.—Emeline, west of Eighth Street	34.26
Fifth.—St. Mary's, east of Seventh Street	31.41
Sixth.—Crown, north of Race Street	37.70
Seventh.—Delancy, west of Twentieth Street	42.62
Eighth.—Broad, south of Chestnut Street	43.90
Ninth.—Chestnut, west of Broad Street	43.45
Tenth.—Jacoby, north of Race Street	41.25
Eleventh.—Third and Brown Streets	34.75
Twelfth, Sixth, south of Green Street	36.00
Thirteenth.—Wallace, east of Tenth Street	43.60
Fourteenth.—East of Broad and north of Parrish	72.78
Fifteenth.—Corner of Vineyard and Perkiomen Streets	106.00
Sixteenth.—Sixth Street, south of Girard Avenue	34.83
Seventeenth.—Lawrence, south of Oxford Street	32.46
Eighteenth.—Neland, northeast of Hanover Street	27.05
Nineteenth.—Corner of Seventh Street and Lehigh Avenue	99.26
Twentieth.—Columbia Avenue, east of Broad Street	89.65
Twenty-first.—Between Ridge Avenue and Township line road	430.00
Twenty-second.—Summit Street, northeast of Chestnut Hill	440.02
Twenty-third.—Sharswood Street and Montgomery County line	240.00
Twenty-fourth.—Belmont and City Avenues	292.00
Twenty-fifth.—Nicetown Lane, north of Baker Street	133.46
Twenty-sixth.—South of Washington Avenue and west of Twenty-fifth Street	38.73
Twenty-seventh.—Sixty-first and Walnut Streets	114.00
Twenty-eighth.—Thirtieth and Coulter Streets	255.00
Twenty-ninth.—Bridge Street, above Columbia Avenue and Connecting Railroad	113.31
Thirtieth.—Gray's Ferry Road, north of Catharine Street	40.90
Thirty-first.—Kensington Avenue, northeast of Huntingdon Street	37.82

	Miles.
The length of paved streets	900
The length of sewers	200
The length of water-pipes	750
The length of gas-pipes	732
The number of gas-lamps	12,697
The number of gasoline-lamps	1,449
Total	14,147

	Miles.
The length of river front on the Delaware River	20
The length of wharves on the Delaware River	6
The length of river front on the Schuylkill River (both sides)	16
The length of wharves on the Schuylkill River (both sides)	4
Total length of river front	36
Total length of wharves	10

The area of and number of public squares is, viz.:

	Acres.
1. Independence Square	4.64
2. Washington Square	6.70
3. Franklin Square	7.83
4. Logan Square	7.83
5. Rittenhouse Square	6.70
6. Jefferson Square	2.86
7. Passyunk Square	3.64
8. Norris Square	5.80
9. Fairhill Square	1.21
10. Shackamaxon Square	75
Total	47.96

The area of Fairmount Park is,—

	Acres.
Old Park	117
East Park	510
West Park	1232
Wissahickon Park	416
Hunting Park	25
Out-lying lots paid for out of park loan	143½
Extent of water surface of Schuylkill River in limits of park	373
Total areas	2816½

The number of dwellings	146,699
Number of miles of City Passenger Railway track	237½

The population (as per United States census) at each decade was as follows, with percentage of deaths to each one thousand of population:

Years.	Population.	Deaths.	Deaths in 1000.
1800[4]	.....	.....	.....
1810	110,210	1,897	17.21[5]
1820	137,097	3,189	23.26
1830	188,797	3,948	20.90
1840	258,037	4,593	17.78
1850	408,762	8,034	19.63
1860	565,529	10,849	19.18
1870	674,022	15,317	22.72
1880	846,980	17,711	20.91

[1] Develin died May 11, 1877, and John T. Thompson was appointed by the Governor to fill the vacancy, and elected Feb. 19, 1878, for five years.

[2] Appointed by the Governor *vice* Sutphin, deceased. By the act the Governor fills the vacancy until the first Monday in the next succeeding April. The vacancy to be supplied at next municipal election, for the full term of five years, as in case of Thompson, of Court No. 14.

[3] Henry H. Everly, of Court No. 3, died May 23, 1881, aged forty-five, and on May 26th Lieut. James L. Brown was appointed to fill the vacancy, and elected on the third Tuesday in February, 1882, to serve five years from the first Monday in April.

[4] No record of deaths published.

[5] Still-born and bodies brought from country excluded.

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PROGRESS OF POPULATION IN PHILADELPHIA FROM THE EARLIEST TIMES, ACCORDING TO THE CENSUS AND CAREFUL ESTIMATES.

Year.	City and Suburbs.		City and County.	
	Dwelling Houses.	Population.	Dwelling Houses.	Population.
1683	80	500	.....	.....
1684	.....	2,500	.....	.....
1700	700	4,500	.....	.....
1744	1,500	9,750	.....	.....
1749	2,076	12,500	.....	.....
1753	2,300	14,653	.....	.....
1760	2,980	18,756	.....	.....
1777	5,395	23,734	.....	.....
1783	6,000	37,000	.....	.....
1790	6,651	44,996	.....	54,391
1800	9,868	70,287	.....	81,009
1805	13,461	.....	.....	.....
1808	City Prop.	47,786	.....	.....
1810	15,814	96,660	16,682	111,210
1820	15,662	114,410	20,565	137,097
1830	25,172	167,811	27,968	188,961
1840	38,704	220,523	53,078	258,037
1850	54,046	36[illegible],306	61,278	408,762
1860	.....	.....	89,979	568,034
1870	.....	.....	112,457	674,022
1880	.....	.....	156,000	846,980

The census of 1777 was taken by order of Sir William Howe when the British army was in possession of the city. At that time many Whigs and patriots were absent, and it is estimated that the population in the same year before the entry of the British was about thirty thousand.

In 1854 the boundaries of the city were by the Consolidation Act extended over the whole of the country, so that the distinction between the city with the suburbs or adjoining incorporated districts and the county was abolished.

COMPARATIVE TABLE, SHOWING INCREASE AND DECREASE BY WARDS SINCE 1870.

Ward.	1870.	1880.	Increase.	Decrease.
1st	25,817	43,085	17,268	.....
2d	30,220	28,498	.....	1,722
3d	19,149	18,271	.....	878
4th	20,852	18,853	.....	1,999
5th	18,736	16,368	.....	2,368
6th	12,064	10,004	.....	2,060
7th	31,558	31,087	.....	471
8th	22,286	19,541	.....	2,745
9th	16,629	12,481	.....	4,146
10th	23,312	23,363	51	.....
11th	14,845	12,930	.....	1,915
12th	15,171	14,690	.....	481
13th	19,956	18,646	.....	1,310
14th	22,643	22,354	.....	289
15th	44,650	47,865	3,215	.....
16th	19,256	17,802	.....	1,454
17th	21,347	20,451	.....	896
18th	26,366	29,354	2,988	.....
19th and 31st	45,240	75,195	29,955	.....
20th and 29th	56,642	83,994	27,352	.....
21st	13,861	19,699	5,838	.....
22d	22,605	31,798	9,193	.....
23d	20,888	26,522	5,634	.....
24th	24,932	46,057	21,125	.....
25th	18,639	36,104	17,465	.....
26th and 30th	36,603	64,238	27,635	.....
27th	19,385	23,284	3,899	.....
28th	10,370	34,442	24,072	.....
Total	674,022	846,980	195,690	22,732

Increase in seventeen wards 195,690
Decrease in fourteen wards 22,732

Net increase since 1870 172,958

Males, 1870	320,379	Native, 1880	642,648
Females, 1870	353,643	Foreign, 1880	204,332
Males, 1880	405,899	Whites, 1870	651,854
Females, 1880	441,081	Colored, 1870	22,168
Native, 1870	490,398	Whites, 1880	815,182
Foreign, 1870	183,624	Colored, 1880	31,798

In the colored are included Chinese in 1870, 12; in 1880, 80; Japanese, 1870, 1; 1880, 3; Indians, 1870, 8; in 1880, 25.

CENSUS OF THE CITY, JUNE, 1880.

Ward.	Population.	Ward.	Population.
1st	43,085	18th	29,354
2d	28,498	19th	43,987
3d	18,271	20th	43,207
4th	18,853	21st	19,699
5th	16,368	22d	31,798
6th	10,004	23d	26,522
7th	31,087	24th	46,057
8th	19,541	25th	36,104
9th	12,481	26th	35,138
10th	23,363	27th	23,284
11th	12,930	28th	34,442
12th	14,690	29th	40,787
13th	18,646	30th	29,100
14th	22,354	31st	31,308
15th	47,865		
16th	17,802	Grand total	846,980
17th	20,451		

The Governors of Pennsylvania[1] and of the Settlements on the Delaware before the Formation of the Commonwealth.—No list that has yet appeared in print gives a complete list of the names of the Governors of this province and of the previous settlements on the Delaware. The following is more nearly perfect than any heretofore published:

DUTCH RULE.

Cornelius Jacobsen May, Director of New Netherlands	——	—, 1624
William Van Hulst, Director of New Netherlands	——	—, 1625
Peter Minuit, Director of New Netherlands	May	4, 1626
David Pieterzen De Vries, Governor on the Delaware	Dec.	5, 1632
Wouter Van Twiller, Director of New Netherlands	April	14, 1638
Sir William Kieft, Director of New Netherlands	March	28, 1638

SWEDISH RULE.

Peter Minuit, Governor of New Sweden	April	—, 1638
Peter Hollandaer, Governor of New Sweden	——	—, 1641
John Printz, Governor of New Sweden	Feb.	15, 1643

DUTCH RULE.

Peter Stuyvesant, Director of New Netherlands	May	27, 1647

SWEDISH RULE.

John Pappegoya, Governor of New Sweden	Oct.	—, 1653
John Claude Rysing, Vice-Director of New Sweden	May	—, 1654

DUTCH RULE.

Peter Stuyvesant, Director of New Netherlands	——	—, 1655
Dirck Smidt, Schout Fiscal and Commissary on the Delaware	——	—, 1655
John Paul Jaquet, Director on the Delaware	——	—, 1655
Andreas Hudde, Commissary on the Delaware	1655	to 1657
Jacob Alricks, Director of the City Colony	April	—, 1657
Gregorius Van Dyck, Director of the Company's Colony	May	20, 1657
William Beekman, Vice-Director of Company's Colony	Oct.	28, 1658
Alexander D'Hinoyossa, Director of the City Colony	Dec.	30, 1659

ENGLISH RULE.

Col. Richard Nichols, Governor at New York	Sept.	8, 1664
Robert Needham, Commander on the Delaware	Sept.	8, 1664
Col. Francis Lovelace, Governor at New York	May	—, 1667
Capt. John Carr, Commander on Delaware	——	—, 1668

DUTCH RULE.

Anthony Colve, Governor of New Netherlands	Aug.	12, 1673
Peter Alricks, Deputy Governor on the west side of the Delaware	Sept.	—, 1673

[1] From John Hill Martin's "Bench and Bar of Philadelphia."

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ENGLISH RULE.

Sir Edmond Andros, Governor at New York..Nov. 10, 1674
Capt. Edmund Cantwell, Commander on Delaware.....Nov. 10, 1674
Capt. John Collier, Commander on Delaware..Sept. 23, 1676
Capt. Christopher Billop, Commander on Delaware.....Aug. 24, 1677
Capt. Anthony Brockholst,[1] Governor.....Jan. 16, 1681

PROPRIETARY GOVERNMENT.

William Penn, Proprietor.....March 4, 1681
William Markham, Deputy Governor.....April 20, 1681
William Penn, Proprietor and Governor.....Oct. 24, 1682
Thomas Lloyd, President of Council.....18 6 mo., 1684
William Clayton,[2] President of Council.....24 8 mo., 1684
Thomas Holme,[2] President of Council.....30 1 mo., 1685
William Clarke,[2] President of Council..... 9 2 mo., 1685
Arthur Cooke,[2] President of Council..... 5 5 mo., 1686
John Simcock,[2] President of Council in the morning..... 3 7 mo., 1686
Francis Harrison,[2] President of Council in the afternoon..... 3 7 mo., 1686
Arthur Cooke,[2] President of Council..... 1 8 mo., 1686
John Simcock,[2] President of Council.....16 9 mo., 1686
William Clarke,[2] President of Council.....19 2 mo., 1687
Thomas Lloyd,[3] Commissioner.....19 12 mo., 1687
Robert Turner,[3] Commissioner.....19 12 mo., 1687
Arthur Cooke,[3] Commissioner.....19 12 mo., 1687
John Simcock,[3] Commissioner.....19 12 mo., 1687
John Eckley,[3] Commissioner.....19 12 mo., 1687
Capt. John Blackwell, Lieutenant-Governor..Dec. 18, 1688
Thomas Lloyd, President of the Council..... 2 11 mo., 16[illegible]
Thomas Lloyd, Deputy Governor of the Province.....March —, 1691
William Markham, Deputy Governor of the Lower Counties.....March —, 1691
Benjamin Fletcher, Governor for the Crown..April 26, 1693
William Markham, Lieutenant-Governor for the Crown.....April 27, 1693
William Markham, Governor for William Penn.....24 9 mo., 1694
Dr. John Goodson,[4] Deputy Governor, or Assistant to William Markham.....24 9 mo., 1694
Samuel Carpenter,[4] Deputy Governor, or Assistant to William Markham.....24 9 mo., 1694
William Markham, Lieutenant-Governor for Penn.....May 19, 1698
William Penn, Proprietor and Governor.....21 10 mo., 1699
Andrew Hamilton, Lieutenant-Governor.....Nov. 14, 1701
Edward Shippen, President of Council.....19 12 mo., 1702
John Evans, Lieutenant-Governor.....Feb. 14, 170[illegible]
Col. Charles Gookin, Lieutenant Governor...Feb. 2, 170[illegible]
William Keith,[5] Lieutenant-Governor.....May 31, 1717
Hannah Penn, Executrix for Proprietaries...July 31, 1718
Sir William Keith,[6] Governor.....April 28, 1719
Patrick Gordon,[7] Lieutenant-Governor.....June 22, 1726
John, Thomas, and Richard Penn, Proprietaries.....1727 to 1746
James Logan, President of Council.....Aug. 5, 1736
Thomas Penn, Proprietary.....Sept. 28, 1736
George Thomas, Lieutenant-Governor.....June 1, 1738
Thomas and Richard Penn, Proprietaries....1746 to 1771
Anthony Palmer, President of Council.....June 6, 1747
James Hamilton, Lieutenant-Governor..... Nov. 23, 1748
Robert Hunter Morris, Lieutenant Governor Oct. 15, 1754
William Denny, Lieutenant-Governor.....Aug. 27, 1756
James Hamilton, Lieutenant-Governor.....Nov. 18, 1759
John Penn, Lieutenant-Governor.....Nov. 1, 1763
James Hamilton, President of Council.....May 6, 1771
Thomas and John Penn, Proprietaries.....1771 to 1775
Richard Penn, Lieutenant-Governor.....Oct. 16, 1771
John Penn, Governor.....Aug. 30, 1773

UNDER THE COMMONWEALTH.

Thomas Wharton, Jr.,[8] President Supreme Executive Council.....March 5, 1777
George Bryan, Vice-President.....May 23, 1778
Joseph Reed, President Supreme Executive Council.....Dec. 1, 1778
William Moore, President Supreme Executive Council.....Nov. 14, 1781
John Dickinson, President Supreme Executive Council.....Nov. 7, 1782
Benjamin Franklin,[9] President Supreme Executive Council.....Oct. 18, 1785
David Redick, Vice-President.....Oct. 15, 1786
Thomas Mifflin, President Supreme Executive Council.....Nov. 5, 1788
Thomas Mifflin, Governor.....Dec. 21, 1790
Thomas McKean, Governor.....Dec. 17, 1799
Simon Snyder, Governor.....Dec. 20, 1808
William Findlay, Governor.....Dec. 16, 1817
Joseph Hiester, Governor.....Dec. 19, 1820
John Andrew Shulze, Governor.....Dec. 16, 1823
George Wolf, Governor.....Dec. 15, 1829
Joseph Ritner, Governor.....Dec. 15, 1835
David Rittenhouse Porter, Governor.....Jan. 15, 1839
Francis Rahn Shunk, Governor.....Jan. 21, 1845
William Freame Johnston, Governor.....July 9, 1848
William Bigler, Governor.....Jan. 20, 1852
James Pollock, Governor.....Jan. 16, 1855
William Fisher Packer, Governor.....Jan. 19, 1858
Andrew Gregg Curtin, Governor.....Jan. 15, 1861
John White Geary, Governor.....Jan. 15, 1867
John Frederic Hartranft, Governor.....Jan. 21, 1873
Henry Martin Hoyt, Governor.....Jan. 21, 1879
Robert Emory Pattison,[10] Governor.....Jan. 16, 1883

MEMBERS OF THE PROVINCIAL COUNCIL OF PENNSYLVANIA FROM 1682 TO 1775.

1682. William Markham.
Christopher Taylor.
Thomas Holme.
Lawrence Cock.
William Clark.
John Hilliard.
William Haigue.
John Moll.
Ralph Withers.
John Simcock.
Francis Whitwell.
Edmund Cantwell.
William Clayton.

1682. William Biles.
James Harrison.
John Richardson.
1683. Edward Southern.
John Roads.
1684. William Welch.
William Wood.
Thomas Lloyd.
Thomas Janney.
Luke Watson.
John Cann.
William Southebe.
William Darvall.

[1] Governor until June 26, 1681, when the colonial government ceased by virtue of the charter to William Penn of March 4, 1681, who then became the proprietor. Penn's Council first met at Upland, *i.e.* Chester, on Aug. 3, 1681.

[2] The members of Council were authorized by the Governor to choose one of themselves President in the absence of Thomas Lloyd (1 C. R., 124), and they were Governors for the time being, and as such signed commissions and performed all the duties of that office. Thomas Holme died 10th 7 mo., 1694, aged forty-five years.

[3] Commissioners, any three to act as Deputy Governor; 1 C. R., 166.

[4] Deputy Governors, or assistants to Markham; 1 C. R., 437.

[5] His commission bears date Nov. 29, 1716, but the dates given by me are those when the Lieutenant-Governors were inducted into office.

[6] Called Lieutenant-General, Governor, and Commander-in-Chief, etc.; 3 C. R., p. 55. Not Sir William until 1721, when he succeeded to the baronetcy.

[7] Lieutenant-Governor, with the assent of Hannah Penn; 3 C. R., 265.

[8] President of the Committee of Safety, Aug. 6, 1776. President of the Supreme Executive Council, March 5, 1777.

[9] Franklin's term expired Oct. 14, 1788. "Armor's Governors," 251; xv. C. R., 564.

[10] The first Constitution for the government of Pennsylvania as a State, went into effect on Sept. 2, 1790. An election was held under it the following month, and Thomas Mifflin, of Philadelphia, who had been President of the Supreme Executive Council since Nov. 5, 1788, was elected, and on Dec 21, 1790, inaugurated as Governor in Philadelphia, "with much ceremony." He was Governor until Dec. 17, 1799, a period of nine years, having been twice re-elected. Joseph Ritner, of Washington County, was Governor from Dec. 15, 1835, until the third Tuesday of January, 1839, the beginning of the gubernatorial term having been changed by the amended Constitution of 1838 from the third Tuesday of December to the third Tuesday of January. Governor Shunk resigned on the 9th day of July, 1848, when William Freame Johnston, of Armstrong, who was Speaker of the Senate, by virtue of his office, became Governor until the third Tuesday of January, 1849. In the mean time Governor Johnston had been elected at the October election in 1848, and on the third Tuesday of January, 1849, was inaugurated, and served a full term. Andrew Gregg Curtin, of Centre County, was Governor for two terms, covering the entire period of the Rebellion. Robert Emory Pattison was elected on Nov. 7, 1882, to serve as Governor for four years from the third Tuesday in January (the 16th), 1883; he is but thirty-two years of age, being our youngest Governor. Mifflin, at his inauguration, was forty-six; McKean, sixty-five; Snyder, forty-nine; Findlay, forty-nine; Hiester, sixty-eight; Shulze, forty-eight; Wolf, fifty-two; Ritner, fifty-five; Porter, fifty-one; Shunk, fifty-seven; Johnston, forty; Bigler, thirty-eight; Pollock, forty-five; Packer, fifty-one; Curtin, forty-four; Geary, forty-eight; Hartranft, forty-three, and Hoyt, forty-nine years of age. The Constitution of 1790 provided that a Governor could be elected for three terms successively. The amended Constitution of 1838 limited the time to two terms, and that of 1873 to one term of four years. Philadelphia was the capital of the commonwealth until 1799, when the seat of government was removed to Lancaster, where it continued until 1812, when Harrisburg was made the capital. Of these eighteen former Governors of the State, only four are now living, namely: Pollock, Curtin, Hartranft, and Hoyt.

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1684. Peter Alricha.
1685. John Barnes.
Nicholas Newlin.
Phineas Pemberton.
William Frampton.
Edward Green.
Robert Turner.
1686. Francis Harrison.
Arthur Cooke.
1687. Maj. William Dyer.
Griffith Jones.
James Claypoole.
John Bristow.
Joseph Growden.
Samuel Carpenter.
John Eckley.
1688. Bartholomew Coppock.
William Yardley.
Samuel Richardson.
John d'Haas.
1689. John Hill.
William Stockdale.
John Curtis.
1690. Griffith Owen.
Thomas Clifton.
Thomas Duckett.
John Brinckloe.[1]
1693. Andrew Robeson.
Patrick Robinson.
1693. Lawrence Cock.
William Salway.
George Forman.
1694. Charles Sanders.
John Donaldson.
1695. Anthony Morris.
David Lloyd.[2]
Caleb Pusey.
George Maris.
John Williams.
Richard Halliwell.
Robert Clifton.
Richard Wilson.
1698. Edward Shippen.
1698. William Rodney.[1]
1700. Richard Hough.
Jasper Yeates.
Samuel Preston.
Thomas Fenwick.
Robert French.
Thomas Story.
Humphrey Murry.
1701. John Guest.
Samuel Finney.
John Blunston.
1702. James Logan.
John Finney.
1703. Roger Mompesson.
William Trent.
1704. William Penn, Jr.
Richard Hill.
George Roche.
Joseph Pidgeon.
1708. Isaac Norris.
Anthony Palmer.
1712. Jonathan Dickinson.
Robert Assheton.
1721. Col. John French.
Thomas Masters.
Andrew Hamilton.
Henry Brooke.
1722. William Assheton.
1723. William Fishbourn.[1]
Josiah Rolfe.
1724. Francis Rawle.
1725. Dr. Thomas Graeme.
1726. Evan Owen.
1727. Clement Plumsted.
1728. Samuel Hasell.
Thomas Lawrence.
Ralph Assheton.
1733. Thomas Griffitts.
Charles Read.
1741. Abram Taylor.
Robert Strettell.
William Till.
1745. Benjamin Shoemaker.
James Hamilton.
1747. Lawrence Growden.
William Logan.
Joseph Turner.
Thomas Hopkinson.
1749. Rev. Richard Peters.
1753. John Penn.
1755. Lyn-Ford Lardner.[3]
Dr. Thomas Cadwalader.
1756. Benjamin Chew.
John Mifflin.
1759. John Moland.
1764. Richard Penn.
1767. James Tilghman.
1770. Edward Shippen, Jr.
Andrew Allen.

LIEUTENANT-GOVERNORS.

Elected under the Constitution of 1873, to preside in the Senate.

John Latta, elected	Nov.	3, 1874
Charles W. Stone, elected	Nov.	5, 1878
Chauncey F. Black, elected	Nov.	7, 1882

[1] Brinckloe, Clark, Fishbourn, Murry, William and Cæsar, and Rodney is the spelling in their signatures. Despite the utmost care, these names have been misspelt heretofore.

[2] "Sir.—Having had some experience of Your Loyalty to Our most gracious Soveraign KING WILLIAM and fidelity to Our Proprietor I have thought fitt to Nominate You One of the Proprietors Councill for this Governm[t]. And in Order of Settling affairs of great Importency I doe require you to Attend me at Philadelphia the fifteenth day Instance. So I bid You heartily farewell

"Your affectionate friend

"Philadelphia this 7th (the rest defaced) "WM MARKHAM.

"To David Lloyd. These"

David Lloyd first sat at the Council held April 23, 1695. I am indebted to Furman Sheppard, Esq., for this interesting paper.

[3] His signature was Lyn-Ford; he died Oct. 6, 1774, aged fifty-eight.

MEMBERS OF CONGRESS FROM PHILADELPHIA.

TO THE CONTINENTAL CONGRESS.[4]

Samuel Rhoads	1774	to	1775
Thomas Mifflin	1774 to 1775 and 1782	to	1784
John Dickinson	1774	to	1776
Benjamin Franklin	1775	to	1778
Thomas Willing	1775	to	1776
Robert Morris	1775	to	1778
Andrew Allen	1775	to	1776
James Wilson	1775 to 1778 and 1785	to	1786
Benjamin Rush	1776	to	1777
George Clymer	1776 to 1778 and 1780	to	1782
Daniel Roberdeau	1777	to	1779
Jonathan Bayard Smith	1777	to	1778
Joseph Reed	1777	to	1778
Dr. Samuel Duffield	1777	to	1779
William Shippen, Sr.	1778	to	1780
James Searle	1778	to	1780
Frederick Augustus Muhlenberg	1779	to	1780
Jared Ingersoll	1780	to	1781
Timothy Matlack	1780	to	1781
Thomas Fitzsimons	1782	to	1783
Richard Peters	1782	to	1783
Cadwalader Morris	1783	to	1785
Joseph Reed	1784	to	1785
Matthew Clarkson	1785	to	1787
Charles Pettit	1785	to	1787
John Bayard	1785	to	1789
Gen. Arthur St. Clair	1785	to	1787
Samuel Meredith	1786	to	1789
William Bingham	1786	to	1789
John Armstrong, Jr.	1787	to	1789

TO THE CONGRESS OF THE UNITED STATES.

Frederick Augustus Muhlenberg	1789	to	1797
George Clymer	1789	to	1791
Thomas Fitzsimons	1789	to	1795
John Swanwick	1795	to	1799
Blair McClenachan	1797	to	1799
Robert Waln	1799	to	1801
Michael Leib	1799	to	1806
William Jones	1801	to	1803
Joseph Clay	1803	to	1808
Dr. John Porter	1806	to	1811
Dr. Benjamin Say	1808	to	1811
Rev. Dr. James Milnor	1811	to	1813
Dr. Adam Seybert	1811 to 1815 and 1817	to	1819
Charles Jared Ingersoll	1813 to 1815 and 1841	to	1849
John Conard	1813	to	1815
Jonathan Williams	1815	to	1817
Joseph Hopkinson	1815	to	1819
William Milnor, Jr.	1815 to 1817 and 1821	to	1823
John Sergeant	1817 to 1820 and 1837	to	1841
Joseph Hemphill	1819 to 1826 and 1827	to	1831
Thomas Forrest	1819	to	1821
Samuel Breck	1823	to	1825
Daniel H. Miller	1823	to	1831
John Wurtz	1825	to	1827
Thomas Kittera,[5]	1826	to	1827
Dr. Joel B. Sutherland	1827	to	1837
Henry Horn	1831	to	1833
John G. Watmough	1831	to	1835
Horace Binney	1833	to	1835
James Harper	1833	to	1837
Joseph Reed Ingersoll	1835 to 1837 and 1841	to	1849
Michael Woolston Ash	1835	to	1837
Lemuel Paynter	1837	to	1841
George Washington Toland	1837	to	1843
Charles Naylor	1837	to	1841
Charles Brown	1841 to 1843 and 1847	to	1849
Edward Joy Morris	1843 to 1845 and 1857	to	1861
John T. Smith	1843	to	1845
Lewis Charles Levin	1845	to	1851
John H. Campbell	1845	to	1847
Joseph R. Chandler	1849	to	1855
Henry D. Moore	1849	to	1853
John Robbins, Jr.[6]	1849	to	1855
Thomas B. Florence	1851	to	1861
William H. Witte	1853	to	1855
John McNair	1853	to	1855
Job Roberts Tyson	1855	to	1857

[4] The Assembly of Pennsylvania elected the members of the Continental Congress during the Confederacy on general ticket. The names here given are such of the members as are known to have been residents of the city and county of Philadelphia. There were others chosen from other parts of the State who are not named here. There is also some difficulty in assigning some of them to their proper residences, as they had estates and seats in Philadelphia and in other counties. For instance Joseph Galloway, in Congress 1774–75, was in the Assembly a delegate from Bucks County, although most of the year he lived in Philadelphia. The same conditions apply to Charles Humphreys, member of Congress 1774–75.

[5] *Vice* Hemphill, resigned.

[6] Died April 27, 1880, aged seventy-two years.

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William Millward	1855 to 1857 and 1859	to	1861
Jacob Broom	1855	to	1857
John Cadwalader	1855	to	1857
James Landy	1857	to	1859
Henry Myer Phillips	1857	to	1859
Owen Jones	1857	to	1859
John P. Verree	1859	to	1863
John Wood	1859	to	1861
William Eckhardt Lehman	1861	to	1863
William Darrah Kelley	1861	to	
William Morris Davis	1861	to	1863
Charles John Biddle	1861	to	1863
Samuel J. Randall	1863	to	
Charles O'Neill	1863 to 1871 and 1873	to	
Leonard Myers	1863	to	1875
Martin Russell Thayer	1863	to	1867
John V. Creely	1871	to	1873
Caleb N. Taylor	1867	to	1871
Alfred C. Harmer	1873	to	
Nathaniel Chapman Freeman	1875	to	1879
Henry B. Bingham	1879	to	

SENATORS OF THE UNITED STATES FROM PENNSYLVANIA.

William Maclay, elected	1789	to	1791
Robert Morris, elected	1789	to	1795
Albert Gallatin, elected	1793	to	1794
James Ross, elected	1794	to	1803
William Bingham, elected	1795	to	1801
Peter Muhlenberg, elected	1801	to	1802
George Logan, elected	1801	to	1807
Samuel Maclay, elected	1803	to	1808
Andrew Gregg, elected	1807	to	1813
Michael Leib, elected	1809	to	1814
Abner Lacock, elected	1813	to	1819
Jonathan Roberts, elected	1815	to	1821
Walter Lowrie, elected	1819	to	1825
William Findlay, elected	1821	to	1827
William Marks, elected	1825	to	1831
Isaac D. Barnard, elected	1827	to	1833
George Mifflin Dallas, elected	1831	to	1833
William Wilkins, elected	1831	to	1834
Samuel McLean, elected	1833	to	1839
James Buchanan, elected	1834	to	1845
Daniel Sturgeon, elected	1839	to	1851
Simon Cameron, elected	1845	to	1849
Simon Cameron, elected	1857	to	1861
Simon Cameron, elected	1867	to	1877
James Cooper, elected	1849	to	1855
Richard Brodhead, Jr., elected	1851	to	1857
William Bigler, elected	1855	to	1861
Edgar Cowan, elected	1861	to	1867
David Wilmot, elected	1861	to	1863
Charles R. Buckalew, elected	1863	to	1869
John Scott, elected	1869	to	1875
William A. Wallace, elected	1875	to	1881
James Donald Cameron,[1] elected	1877	to	1885
John I. Mitchell,[2] elected	1881	to	1887

SPEAKERS OF THE SENATE OF PENNSYLVANIA.

1791. Richard Peters.
1792. Samuel Powell.
1794. Anthony Morris.
1795. William Bingham.
1796. Robert Hare.
1800. John Wood.
1802. Samuel Maclay.
1804. Robert Whitehill.
1806. James Brady.
1807. Presly C. Lane.
1815. John Tod.
1817. Isaac Weaver.
1821. William Marks, Jr.
1825. Thomas Burnside.
1826. Alexander Mahon.
1828. Daniel Sturgeon.
1830. William G. Hawkins.
1833. Dr. Jesse R. Burden.
1834. Thomas Ringland.
1835. Jacob Kern.
1836. T. S. Cunningham.
1837. Dr. Jesse R. Burden.
1838. Charles B. Penrose.
1840. William T. Rodgers.
Ebenezer Kingsbury, Jr.
1841. Charles B. Penrose.
J. H. Ewing.
1842. John Strohm.
William Heister.
1843. Benjamin Crispin.
1844. William Bigler.
1845. William P. Wilcox.
1846. Daniel L. Sherwood.
1847. Charles Gibbons.
1848. William Williamson.
William F. Johnston.
1849. George Darsie.
1850. Valentine Best.
1851. Benjamin Matthias.
1852. John H. Walker.
1853. Thomas Carson.
1854. Maxwell McCaslin.
1855. William M. Hiester.
1856. William M. Platt.
1857. David Taggart.
1858. William H. Welsh.
1859. John Cresswell, Jr.
1860. William M. Francis.
1861. Robert M. Palmer.
1862. Louis W. Hall.
1863. George V. Lawrence.
1864. John P. Penny.
1865. William J. Turrell.
1866. David Fleming.
1867. Louis W. Hall.
1868. James L. Graham.
1869. Wilmer Worthington.
1870. Charles H. Stinson.
1871. William A. Wallace.
1872. James S. Rutan.
1873. George H. Anderson.
1874. Butler B. Strang.

[1] The unexpired term of his father, who resigned; and on Jan. 21, 1879, he was re-elected for six years from March 4, 1879.

[2] Elected for six years, on Feb. 23, 1881.

PRESIDENTS OF THE SENATE.

Pro tempore.

George H. Cutler, elected	Jan.	4,	1875
Elisha W. Davis, elected	March	18,	1875
John C. Newmyer, elected	May	5,	1876
Thomas Vernon Cooper, elected	March	23,	1877
Andrew Jackson Herr, elected	May	24,	1878
John Lamon, elected	June	6,	1879
William Imlay Newell, elected	Jan.	4,	1881
Hugh McNeill, elected	June	9,	1881
John Edgar Rayburn, elected	Jan.	2,	1883

CLERKS OF PROVINCIAL COUNCIL AND SECRETARIES OF THE PROVINCE.

Richard Ingelo, appointed	Oct.	27,	1682
Dr. Nicholas More, appointed	2	3 mo.,	1683
William Markham, appointed	28	3 mo.,	1685
David Jamison, appointed	April	26,	1693
Patrick Robinson, appointed	3	4 mo.,	1693
James Logan, appointed	15	7 mo.,	1701
Robert Assheton, deputy, appointed	24	9 mo.,	1709
Ralph Assheton, deputy, appointed	Oct.	12,	1713
George Barclay, deputy, appointed	May	31,	1717
Dr. Patrick Baird, appointed	May	20,	1723
Robert Charles,[3] appointed	Sept.	15,	1726
Thomas Lawrie, appointed	Aug.	1,	1738
Dr. Patrick Baird, appointed	July	21,	1740
Rev. Richard Peters, appointed	Feb.	14,	1742–43
William Peters, deputy, appointed	Feb.	15,	1758
Joseph Shippen, Jr.	Jan.	2,	1762

SPEAKERS OF THE ASSEMBLY OF PENNSYLVANIA.

1682. Dr. Nicholas More.[4]
1682–83. Dr. Thomas Wynne.[5]
1683. John Songhurst.[6]
1684. Dr. Nicholas More.[7]
1685–88. John White.
1689. Arthur Cooke.
1690–93. Joseph Growden.[8]
1692. William Clark.
1694. David Lloyd.
1695. Edward Shippen.
1696. John Simcock.
1697. John Blunston.
1700–2. Joseph Growden.
1702–3. No organization.
1703–5. David Lloyd.
1705–6. Joseph Growden.
1706–10. David Lloyd.
1710–12. Richard Hill.
1712–13. Isaac Norris.
1713–14. Joseph Growden.
1714–15. David Lloyd.
1715–16. Joseph Growden.
1716–17. Richard Hill.
1717–18. William Trent.
1718–19. Jonathan Dickinson.
1719–20. William Trent.
1720–21. Isaac Norris.
1721–22. Jeremiah Langhorne.
1722–23. Joseph Growden.
1723–24. David Lloyd.
1724–25. William Biles.
1725–29. David Lloyd.
1729–33. Andrew Hamilton.
1733–34. Jeremiah Langhorne.
1734–39. Andrew Hamilton.
1739–45. John Kinsey.
1845. John Wright (sick).
1745–50. John Kinsey.[9]
1750–56. Isaac Norris.
1756. Benjamin Chew.[10]
1756–58. Isaac Norris.
1758–59. Isaac Leech.[11]
Isaac Norris.
1759. Isaac Leech.
1759–64. Isaac Norris.
1764. Benjamin Franklin.
1764–65. Isaac Norris.
1765–69. Joseph Fox.
1765–69. Joseph Galloway.
1769. John Fox.[12]
1769–73. Joseph Galloway.
1773. Thomas McKean.[13]
1773–74. Joseph Galloway.
1774–75. Edward Biddle.
1775. John Morton.[13]
1775–76. John Morton.

[3] In 9 Pennsylvania Archives (2d Series), p. 634, John Georges is given as provincial secretary in 1733, Robert Charles in 1735, and Joseph Growden in 1736, but there are no entries in the Colonial Records noting such appointments.

[4] During the first session at Chester.

[5] Second session, 1682, and for 1683. Died 1st mo. 16, 1692.

[6] Deputy, 24th 8th mo., 1683.

[7] In place of Francis Fincher, declined.

[8] Minutes of the session of 1691–92 are missing.

[9] Died before Aug. 9, 1750.

[10] But being called to Council, it vacated his seat in the Assembly.

[11] Leech was elected to serve during the frequent sickness of Mr. Norris.

[12] Part of session only.

[13] Elected on March 15, 1775, for part of session.

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1776–77. John Jacobs.
1777–80. John Bayard.
1780–83. F. A. Muhlenberg.
1783–84. George Gray.
1784–85. John Bayard.
1785–86. Thomas Mifflin.
1786–89. Richard Peters.

SPEAKERS OF THE HOUSE OF ASSEMBLY OF THE COMMONWEALTH OF PENNSYLVANIA.

1791. William Bingham.
1793. Gerardus Wynkoop.
1794. George Latimer.
1799. Cadwalader Evans.
1800. Isaac Weaver, Jr.
1804. Simon Snyder.
1806. Charles Porter.
1807. Simon Snyder.
1809. James Engle.
1810. John Weber.
1812. John Tod.
1813. Robert Smith.
1814. John St. Clair.
1815. Jacob Holgate.
1816. Rees Hill.
1818. William Davidson.
1819. Rees Hill.
1820. Joseph Lawrence.
1821. John Gilmore.
1822. Joseph Lawrence.
1825. Dr. Joel B. Sutherland.
1826. Joseph Ritner.
1828. Ner Middleswarth.
1830. Frederick Smith.
1832. John Laporte.
1833. Dr. Samuel Anderson.
1833. James Findlay.
1834. William Patterson.
1835. James Thompson.
1836. Ner Middleswarth.
1837. Lewis Dewart.
1839. William Hopkins.
1841. William A. Crabb.
1842. James Ross Snowden.
1843. Hendrick B. Wright.
1844. James Ross Snowden.
1845. Findley Petterson.
1847. James Cooper.
1848. William F. Packer.
1850. John S. McCalmont.
1851. John Cessna.
1852. John S. Rhey.
1853. William P. Schell.
1854. E. B. Chase.
1855. Henry K. Strong.
1856. Richardson L. Wright.
1857. J. Lawrence Getz.
1858. A. B. Longaker.
1860. W. A. C. Lawrence.
1861. Elisha W. Davis.
1862. John Rowe.
1863. John Cessna.
1864. Henry C. Johnson.
1865. Arthur G. Olmsted.
1866. James R. Kelly.
1867. John P. Glass.
1868. Elisha W. Davis.
1869. John Clark.
1860. Butler B. Strang.
1871. James H. Webb.
1872. William Elliott.
1874. Hugh H. McCormick.
1875. Samuel F. Patterson.
1877. Elijah Reed Myer.
1879. Henry M. Long.
1881. Benjamin L. Hewitt.
1883. John Egner Faunce.

CLERKS OF THE ASSEMBLY.

1683–86. John Southworth.
1686–89. John Claypoole.
1689–92. David Lloyd.
1692–95. William Alloway.
1695–98. Francis Cooke.
1698–99. Jonathan Dickinson.
1699. Stephen Coleman.
1700. Aurelius Hoskins.
1701–5. John Antrobus.
1705. Maurice Lisle.
1706–9. Thomas Makin.
1709. Joseph Willcox.
1710–11. Richard Heath.
1711–17. Thomas Wilson.
1717–22. Maurice Lisle.
1722–23. Aquilla Rose.
1723–28. Thomas Leech.
1728–30. John Roberts.
1730–36. Joseph Growden.
1736–51. Benjamin Franklin.
1751–56. William Franklin.
1756–75. Charles Moore.
1776. Caleb Davis, *pro tem.*
1777. John Morris, Jr.
1779. Thomas Paine.
1780. Samuel Sterrett.
1783. Peter Zachary Lloyd.
1790. Joseph Redman.
1789–90. Jacob Shallus, *assistant.*

DOORKEEPERS OF THE ASSEMBLY.

1686. Richard Reynolds.
1689. William Ellingworth.
1690. George Moore.
1692. Charles Ware.
1693. Thomas Curtis.
1697. Daniel Smith.
1700. William Woodmansey.
John Grant.
1704. Nicholas Rosogan.[1]
1728. James Mackey.
1731. John Campbell.
1732. John Remington.
1736. Stephen Potts.
1741. Thomas Burdin.
1749. Edward Kelly.
1756. David Edwards.
1758. Andrew McNair.[2]
1789. Joseph Fry.

SERGEANTS-AT-ARMS.

1719. Peter Worrall.
1722. John Eyer.
1728. James Mackey.
1739. James Pitchard.
1741. Samuel Kirke.
1771. William Shedd.[3]
1789. James Martin.

[1] In office until 1725.
[2] Still in office in 1775.
[3] In "Minutes of Common Council," this name is spelled Sheed, pp. 666–69.

KEEPERS OF THE GREAT SEAL OF THE PROVINCE OF PENNSYLVANIA.

Thomas Lloyd, commissioned.....27 10 br., 1683
Thomas Story,[4] commissioned.....25 2 mo., 1700
Thomas Griffitts,[5] commissioned.....Nov. 3, 1727
Lyn-Ford Lardner, commissioned.....Dec. 12, 1746
Richard Hockley, commissioned.....March 28, 1753
Edmund Physick, commissioned.....Jan. 1, 1769
Timothy Matlack,[6] commissioned.....—— —, 1777

SECRETARIES OF THE COMMONWEALTH.

Timothy Matlack, appointed.....March 6, 1777
John Armstrong, Jr., appointed.....March 25, 1783
Charles Biddle, appointed.....Oct. 23, 1787
James Trimble,[7] appointed.....Nov. 12, 1788
Alexander James Dallas, appointed.....Jan. 19, 1791
Thomas McKean Thompson, appointed.....April 18, 1801
Nathaniel B. Boileau, appointed.....Dec. 20, 1808
Thomas Sergeant, appointed.....Dec. 16, 1817
Samuel D. Ingham, appointed.....July 6, 1819
Andrew Gregg, appointed.....Dec. 19, 1820
Molton Cropper Rogers, appointed.....Dec. 16, 1823
Maj. Isaac D. Barnard,[8] appointed.....Jan. 2, 1826
Calvin Blythe, appointed.....Nov. 28, 1827
Samuel McKean, appointed.....Dec. 16, 1829
James Findlay, appointed.....Dec. 17, 1833
Thomas H. Burrowes, appointed.....Dec. 15, 1835
Francis Rahn Shunk,[9] appointed.....Jan. 15, 1839
Anson Virgil Parsons, appointed.....Jan. 25, 1842
Charles McClure, appointed.....Feb. 20, 1843
Jesse Miller, appointed.....Jan. 21, 1845
Townsend Haines, appointed.....July 29, 1848
Alexander L. Russell, appointed.....Jan. 25, 1850
Francis Wade Hughes, appointed.....Jan. 21, 1852
Charles A. Black, appointed.....March 15, 1853
Andrew Gregg Curtin, appointed.....Jan. 17, 1855
William M. Hiester, appointed.....Jan. 20, 1858
Eli Slifer, appointed.....Jan. 16, 1861
Francis Jordan, appointed.....Jan. 16, 1867
Matthew Stanley Quay, appointed.....Jan. 22, 1873
John Blair Linn, appointed.....May 15, 1878
Matthew Stanley Quay, appointed.....—— —, 1879
Francis Jordan, appointed.....Nov. 4, 1881
William S. Stenger, appointed.....Jan. 16, 1883

TREASURERS OF PENNSYLVANIA.

Samuel Carpenter, deputy.....28 5 mo., 1685
Robert Turner, in office.....Aug. 8, 1693
Samuel Carpenter, in office.....Aug. 28, 1701
James Fox, before.....20 2 mo., 1709
Samuel Carpenter, appointed.....March 5, 1710–11
Samuel Preston,[10] appointed.....6 mo. 7, 1714
Michael Lightfoot, appointed.....Nov. 17, 1743
Samuel Preston Moore, appointed.....Dec. 4, 1754
Owen Jones, appointed.....Oct. 15, 1768
Michael Hillegas,[11] appointed.....June 30, 1775
David Rittenhouse, appointed.....Jan. 14, 1777
Christian Febiger,[12] commissioned.....Nov. 13, 1789
Peter Baynton, commissioned.....Jan. 10, 1797
Jacob Carpenter, in office.....Jan. 13, 1801
Isaac Weaver, Jr., in office.....1802 to 1806
Andrew Gregg, in office.....1806 to 1807
William Findlay, in office.....1807 to 1817
Richard M. Crain, in office.....1817 to 1820
John B. Trevor, in office.....1820 to 1821
William Clark, in office.....1821 to 1827
Alexander Mahon, in office.....1827 to 1835
Joseph Lawrence, in office.....1835 to 1836
Daniel Sturgeon, in office.....1836 to 1840
Almond H. Reed, in office.....1840 to 1841
John Gilmore, in office.....1841 to 1842
Job Mann, in office.....1842 to 1845
James Ross Snowden, in office.....1845 to 1847
John Banks, in office.....1847 to 1848
Arnold Plumer, in office.....1848 to 1849
Gideon J. Ball, in office.....1849 to 1850

[4] Edward Shippen, Griffith Owen, and James Logan are mentioned on July 11, 1702, and on Feb. 3, 1705, as deputies to the Master of Rolls.
[5] In office (see votes of Assembly) until 1746.
[6] He was sick and in office Feb. 14, 1809; 14 C. R., 605, and Timothy Matlack, Jr., was his father's deputy in 1809 (see "Patent Book," No. 60, p. 277.
[7] Assistant secretary from Nov. 12, 1788, to Jan. 14, 1836.
[8] Mr. Barnard was a member of the Delaware County bar, previously a major in the regular army of the United States during the war of 1812. (See Martin's "History of Chester," 410 and 474.)
[9] Not Rawn, as in Armor's "Governors of Pennsylvania."
[10] Samuel Preston died September, 1743, aged eighty. He was appointed by the Assembly in the place of Carpenter, deceased.
[11] See 10 C. R., 281, and "The Accounts of Pennsylvania."
[12] Reappointed Sept. 4, 1790. His last commission is dated January, 1796. He died Sept. 20, 1796, aged forty-nine.

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John M. Bickel,[1] in office	1850	to	1854
Joseph Bailey, in office	1854	to	1855
Eli Slifer, in office	1855	to	1856
Henry S. Magraw, in office	1856	to	1859
Eli Slifer, in office	1859	to	1861
Henry D. Moore, in office	1861	to	1863
William V. McGrath, in office	1863	to	1864
Henry D. Moore, in office	1864	to	1865
William H. Kemble, in office	1865	to	1868
William W. Irwin, in office	1868	to	1869
Robert W. Mackey, in office	1869	to	1870
William W. Irwin, in office	1870	to	1871
Robert W. Mackey, in office	1871	to	1876
Henry Rawle, in office	1876	to	1878
Amos C. Noyes,[2] in office	1878	to	1880
Samuel Butler, in office	May		3, 1880
Silas M. Baily, in office	May		1, 1882

COMMISSIONERS FOR THE SETTLING OF THE PRESENT COLONY.

Appointed by William Penn 7th mo. 30th, 1681.

William Crispin.
Nathaniel Allen.
John Bezar.

The original commission is in the possession of the Historical Society of Pennsylvania, and hangs framed in their fire-proof.

The names of the witnesses are Richard Vickris, Charles Jones, Jr. Ralph Withers, Thomas Callowhill, and Philip Th. Lehnmann.

COMMISSIONERS OF PROPERTY.

1684. Thomas Lloyd.
James Claypoole.
Robert Turner.
1686. Thomas Ellis, deputy.
John Goodsonn, deputy.
William Markham, secretary.
1689. William Markham.
Robert Turner.
Dr. John Goodsonn.
Samuel Carpenter.
1694. Thomas Holme.
Robert Turner.
Arthur Cooke.
Samuel Carpenter.
Dr. John Goodsonn.
Francis Rawle.
Phineas Pemberton.
1701. Edward Shippen.
Griffith Owen.
Thomas Story.
James Logan.
1711. Edward Shippen.
Samuel Carpenter.
Richard Hill.
Isaac Norris.
James Logan.
1725. Richard Hill.
Isaac Norris.
James Logan.
Robert Assheton.
Thomas Griffith.
1728. Richard Hill.
Isaac Norris.
Samuel Preston.
James Logan.

In 1741, James Steel, Richard Peters, and Lyn-Ford Lardner were appointed agents of the proprietary estates of John, Thomas, and Richard Penn.

RECEIVERS-GENERAL OF THE LAND-OFFICE.

Capt. John Blackwell, commissioned	Sept.	25, 1689
Samuel Jennings,[3] commissioned	July	15, 1690
Robert Turner, commissioned	June	1, 1693
James Logan, commissioned	Oct.	29, 1701
Francis Steel, commissioned	Jan.	30, 1714
James Steel, commissioned	Dec.	16, 1732
Lyn-Ford Lardner, commissioned	Aug.	8, 1741
Richard Hockley, commissioned	March	28, 1753
Edmund Physick, commissioned	Jan.	1, 1769
Francis Johnston, commissioned	April	10, 1781
Frederick Aug. Muhlenberg, commissioned	Jan.	8, 1800
John McKissick, commissioned	June	13, 1801

Office abolished by act of March 29, 1809, and the duties devolved upon the State treasurer, and the books placed in charge of the secretary of the land-office.

SECRETARIES OF THE LAND-OFFICE.

1687. William Markham.
1733. John Georges.
1737. Rev. Richard Peters.
1760. William Peters.
1769. James Tilghman.
1781. David Kennedy.
1782. James Tilghman.
1785. David Kennedy.
1796. John Hall.
1809. Nathan Lufborough.
1800. Tench Coxe.
1801. Andrew Ellicott.
1809. John Cochran.
1818. William Clark.
1821. James Brady.
1824. Joshua Dickerson.
1830. Samuel Workman.
1836. John Gebhardt.
1839. John Klingensmith, Jr.
1842. William Hopkins.

The office of secretary of the land-office was abolished by act of April 17, 1843, and the duties of the office were transferred to the surveyors-general.

PROPRIETARY AGENTS FOR ISSUING LAND WARRANTS AND PATENTS.

1732. Thomas Penn.
1734. John Penn.
Thomas Penn.
1735. Thomas Penn.
1743. George Thomas.
1747. Anthony Palmer.
1748. James Hamilton.
1754. Robert Hunter Morris.
1756. William Denny.
1759. James Hamilton.
1763. John Penn.[4]
1771. Richard Penn.[4]
1773. John Penn.

PROPRIETARY'S SECRETARIES.

Philip Th. Lehnmann, commissioned	2	2 mo.,	1683
William Markham, commissioned	28	3 mo.,	1685
Patrick Robinson, commissioned	3	4 mo.,	1693
James Logan, commissioned	27	8 mo.,	1701
Rev. Richard Peters, commissioned	6	4 mo.,	1747
Joseph Shippen, Jr., commissioned	Jan.		2, 1762

SURVEYORS-GENERAL OF PENNSYLVANIA.[5]

Silas Crispin, appointed	—		—, 1681
Thomas Holme,[6] commissioned	18	2 mo.,	1682
Edward Penington, commissioned	Feb.		20, 1698
Thomas Fairman,[7] commissioned	Oct.		29, 1702
Jacob Taylor,[8] commissioned	Nov.		20, 1706
Benjamin Eastburn, commissioned	Oct.		29, 1733
William Parsons, commissioned	Aug.		22, 1741
Nicholas Scull, commissioned	June		14, 1748
John Lukens,[9] commissioned	Dec.		8, 1761
Daniel Brodhead, commissioned	Nov.		3, 1789
Samuel Cochran, commissioned	April		23, 1800
Andrew Porter, commissioned	May		10, 1809
Richard T. Leech, commissioned	Dec.		7, 1813
Jacob Spangler, commissioned	Feb.		13, 1818
Samuel Cochran, commissioned	May		11, 1821
Gabriel Hiester, commissioned	May		11, 1824
Jacob Spangler, commissioned	May		10, 1830
John Taylor, commissioned	May		10, 1836
Jacob Sailade, commissioned	May		10, 1839
John Laporte, commissioned	May		10, 1845
John Porter Brawley, commissioned	May		5, 1851
John Rowe,[10] commissioned	May		4, 1857
William H. Keim, commissioned	May		7, 1860
Henry Souther, commissioned	Dec.		27, 1861
James P. Barr, commissioned	May		4, 1863
Jacob M. Campbell, commissioned	May		7, 1866
Robert B. Beath, commissioned	May		6, 1872

By the Constitution of 1873 the office of surveyor-general was abolished, and the duties transferred to a new department called internal affairs, to go into effect May 4, 1875.

SECRETARIES OF INTERNAL AFFAIRS.

Term of office, four years.

William McCandless, commissioned	May	4, 1875
Aaron K. Dunkel, commissioned	May	6, 1879
J. Simpson Africa, elected	Nov.	7, 1882

AUDITORS OF ACCOUNTS.[11]

1779. John Nixon.
1780. William Govett.
William Geddes.
Samuel Miles.
John Purviance.
John Shee.
1780. Jacob Morris.
Joseph Dean.
1781. Jona. Bayard Smith.
James Stevenson.
John Nicholson.

[1] Died April 20, 1881, aged seventy-two.

[2] Ex-Treasurer Noyes died Sept. 2, 1880.

[3] Benjamin Chambers, deputy, commissioned Nov. 1, 1690.

[4] Sons of Richard Penn.

[5] Davis, in his "History of Bucks County," erroneously calls Col. William Markham "Penn's surveyor-general," p. 106.

[6] Thomas Holme died 1695. He was a native of Waterford, Ireland.

[7] In a note to p. 182, 1 "Logan Papers," surveyor-general, 3d 2 mo. 1703.

[8] Jacob Taylor died February, 1745-46.

[9] Lukens died in 1789.

[10] John Rowe died Dec. 27, 1880, aged sixty-six.

[11] The "Accounts of Pennsylvania" is a very interesting publication, containing the names of all persons in the State who paid taxes during the above period.

AUDITORS-GENERAL OF PENNSYLVANIA.

1772. Richard Hockley.[1]
1778. Edward Fox.[2]
1785. John Nicholson.
1789. John Donnaldson.
1794. Jonathan Bayard Smith.
1795. Samuel Bryan.[3]
1801. George Duffield.
1805. John Kean.
1808. Richard M. Crain.
1809. George Bryan.
1821. James Duncan.
1824. David Mann.
1830. Daniel Sturgeon.
1836. Nathaniel P. Hobart.
1839. George R. Espy.
1842. William F. Packer.
1845. John N. Purviance.
1851. Ephraim Banks.
1857. Jacob Fry, Jr.
1860. Thomas E. Cochran.
1863. Isaac Slenker.
1866. John Fred. Hartranft.
1872. Harrison Allen.
1875. Justis F. Temple.
1878. William P. Schell.
1881. John A. Lemon.
1884. Jerome B. Niles.

Dr. David Stanton was elected auditor-general in 1871, but died before assuming office, and Hartranft held over until December, 1872, by direction of the Legislature.

COMPTROLLERS-GENERAL.

Office created by Act of April 13, 1782.

John Nicholson, commissioned	Nov.	8, 1782
John Donnaldson, commissioned	April	12, 1794
Samuel Bryan, commissioned	Oct.	13, 1801
George Duffield, commissioned	Oct.	15, 1805

REGISTERS-GENERAL OF (TAXES) PUBLIC ACCOUNTS.

Act of March 27, 1789.

John Donnaldson, commissioned	March	27, 1789
Samuel Bryan, in office	——	—, 1796

ESCHEATORS-GENERAL.

Henry Osbourne, commissioned	Feb.	20, 1781
John Nicholson, commissioned	Oct.	2, 1787
Clement Biddle, commissioned	Nov.	25, 1795
William N. Irvine, commissioned	Sept.	14, 1815

The office of escheator-general was abolished in 1821, and the duties thereof transferred to the auditor-general by the act.

ADJUTANTS-GENERAL OF PENNSYLVANIA.

John Bull, appointed June 17, 1777; vacated	Jan.	7, 1778
James Wilkinson,[4] appointed —— —, ——; vacated	Oct.	2, 1784
John Armstrong, appointed Oct. 2, 1784; vacated	——	—, ——
Josiah Harmar,[4] appointed —— —, 1793; vacated	Feb.	27, 1799
Peter Baynton, appointed Feb. 27, 1799; vacated	May	1, 1800
Richard Humpton, appointed —— —, 1802; vacated	——	—, ——
Mahlon Dickerson, appointed Jan. 1, 1805; vacated	July	22, 1808
Thomas McKean, Jr., appointed July 23, 1808; vacated	——	—, ——
William Reed, commissioned	Aug.	3, 1811
William N. Irvine, commissioned	July	6, 1813
William Duncan, commissioned	Sept.	20, 1813
John M. Hyneman, commissioned	Aug.	1, 1814
Nathaniel B. Boileau, commissioned	March	29, 1816
William N. Irvine, commissioned	Oct.	1, 1816
Robert Carr, commissioned	Aug.	23, 1821
George Bryan Porter, commissioned	Aug.	4, 1824
Simon Cameron, commissioned	Aug.	19, 1829
Samuel Power, commissioned	May	3, 1830
William Piper, commissioned	Aug.	3, 1836
James Kennedy Moorhead, commissioned	Aug.	3, 1839
Adam Diller, commissioned	Aug.	12, 1839
George W. Bowman, commissioned	Aug.	3, 1845
William H. Irwin, commissioned	Aug.	3, 1848
James Keenan, commissioned	Feb.	2, 1852
George W. Bowman, commissioned	Oct.	28, 1852
Thomas J. Power, commissioned	Aug.	3, 1854
Edwin C. Wilson, commissioned	Feb.	5, 1858
Edward M. Biddle, commissioned	April	17, 1861
Alexander L. Russell, commissioned	Jan.	9, 1862
David B. McCreary, commissioned	Oct.	11, 1867
Alexander L. Russell, commissioned	Jan.	4, 1870
James William Latta, commissioned	June	1, 1873
Pressly N. Guthrie, commissioned	Jan.	16, 1883

[1] 2 Proud's "History of Pennsylvania," p. 290. In Gordon's "History of Pennsylvania," p. 628, appendix, Richard Hockley is called auditor-general of the land-office.

[2] Davis' "History of Bucks," 703, "Auditor-General, Mr. Edward Fox."

[3] For some account of Samuel Bryan, see *United States Gazette* of Sept. 7, 1842. I have a letter dated May 12, 1808, addressed to "Mr. Samuel Bryan, Esq., Register-General," inclosing a "return of Exempts in the County of Bucks," signed "Joseph Hart, B. J."

[4] Two adjutants-general have commanded the army of the United States.

MEMBERS OF THE COMMITTEE OF SAFETY AND OF THE COUNCIL OF SAFETY,

Which superseded the Committee July 24, 1776, appointed by the Convention of the State of Pennsylvania, from June 30, 1775, to Dec. 6, 1777.

PRESIDENTS.

Benjamin Franklin, elected	June	30, 1775
Thomas Wharton, Jr., elected	Aug.	6, 1776

VICE-PRESIDENTS.

Robert Morris, elected	June	30, 1775
David Rittenhouse, elected	Aug.	6, 1776

MEMBERS OF THE COMMITTEE.

John Dickinson.	John Cadwalader.
George Gray.	Andrew Allen.
Henry Wynkoop.	Owen Biddle.
Anthony Wayne.	Francis Johnston.
Benjamin Bartholomew.	Richard Reiley.
George Ross.	Samuel Morris, Jr.
Michael Swope.	Capt. Robert Whyte.
John Montgomery.	Samuel Miles (October, 1775)
Edward Biddle.	George Taylor.
William Edmonds.	Joseph Reed.
Bernard Dougherty.	Nicholas Fairlamb.
Samuel Hunter.	George Clymer.
William Thompson.	Samuel Howell.
Thomas Willing.	Alexander Wilcocks.
Daniel Roberdeau.	John Nixon.
James Mease.	Samuel Cadwalader Morris.
James Biddle.	John Bayard.
Joseph Parker (1776).	Francis Gurney.
Michael Hillegas.	William Lyons.
David Rittenhouse.	Nathaniel Falconer.
James Cannon.	Daniel Hunter.
Joseph Blewer.	David Epley.
Frederick Kuhl.	Joseph Dean.
Col. John Bull.	William Moore.
Timothy Matlack.	Thomas Fitzsimons.
John Moore.	Jonathan Bayard Smith.
Henry Keppele, Jr.	Peter Rhoads.
John Weitzel.	Andrew Caldwell.
Samuel Morris, Sr.	George Campbell.
John Hubley.	Joseph Marsh.

John Maxwell Nesbit, treasurer.
William Govett, clerk.

COUNCIL OF SAFETY FOR THE STATE OF PENNSYLVANIA.

Oct. 17, 1777, the Assembly enacted that the Supreme Executive Council and the following should be a Council of Safety:

Col. John Bayard.	Christopher Marshall.
Dr. Joseph Gardner.	Jacob Arndt.
Jonathan Bayard Smith.	Col. Curtis Grubb.
Jonathan Sergeant.	James Cannon.
David Rittenhouse.	James Smith, of Yorktown.
Robert Whitehill.	William Henry, of Lancaster.

SUPREME EXECUTIVE COUNCIL OF THE STATE OF PENNSYLVANIA FROM 1777 TO 1790.

PRESIDENTS.

Thomas Wharton, Jr., elected	March	5, 1777
George Bryan,[5] acting	May	23, 1778
Joseph Reed, elected	Dec.	1, 1778
William Moore, elected	Nov.	14, 1781
John Dickinson, elected	Nov.	7, 1782
Benjamin Franklin, elected	Oct.	18, 1785
David Redick, acting	Oct.	15, 1788
Thomas Mifflin, elected	Nov.	5, 1788

VICE-PRESIDENTS.

George Bryan, elected	March	5, 1777
Matthew Smith, elected	Oct.	11, 1779
William Moore, elected	Nov.	11, 1779
James Potter, elected	Nov.	14, 1781

[5] *Vice* Wharton, deceased.

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James Ewing, elected	Nov.	7, 1782
James Irvine, elected	Nov.	6, 1784
Charles Biddle, elected	Oct.	10, 1785
Peter Muhlenberg, elected	Oct.	31, 1787
David Redick, elected	Oct.	14, 1788
George Ross, elected	Nov.	5, 1788

MEMBERS OF COUNCIL.

Thomas Wharton, Jr.	James Irvine.
George Bryan.	George Wall, Jr.
John Evans.	John McDowell.
Jonathan Hoge.	Samuel John Atlee.
George Taylor.	Stephen Balliet.
John Louden.	Bernard Dougherty.
John Proctor.	Isaac Meason.
John Hubley.	John Neville.
Col. Jacob Morgan.	John Boyd.
Col. Joseph Hart.	Daniel Hiester.
John Bailey.	Charles Biddle.
Thomas Urie.	Richard McAllister.
John Hambright.	John Woods.
James Edgar.	James McLene.
Jacob Arndt.	Benjamin Franklin.
Thomas Scott.	Henry Hill.
John Mackey.	Evan Evans.
Matthew Smith.	Samuel Dean.
James Read.	Peter Muhlenberg.
Joseph Reed.	William Brown.
James Ewing.	Robert Traill.
John Lacey, Jr.	William Maclay.
William Moore.	David Redick.
James Thompson.	John Smilie.
Robert Whitehill.	John Baird.
John Van Campen.	Andrew Billmyer.
Col. John Piper.	Nathan Denison.
Gen. James Potter.	Christopher Kucher.
Dr. Joseph Gardner.	George Ross.
James Cunningham.	Samuel Edie.
Christopher Hayes.	George Woods.
John Bayard.	Frederick Watts.
Sebastian Levan.	John Cannon.
John Byers.	Abraham Smith.
Dorsey Pentecost.	Zebulon Potts.
John Dickinson.	Richard Willing.
Amos Gregg.	Jonas Hartzel.
Samuel Miles.	Nathaniel Bredin.
Thomas Mifflin.	Henry Taylor.
John Wilkins.	William Findley.
James Martin.	Benjamin Elliott.
William Wilson.	Lord Butler.

COMMITTEE OF DEFENSE OF PHILADELPHIA, 1814-15.

Thomas McKean.	Condy Raguet.
Joseph Reed.	John Geyer.
Jared Ingersoll.	Col. Jonathan Williams.
Charles Biddle.	Daniel Groves.
John Sergeant.	John Barclay.
John Goodman.	John Naglee.
Robert McMullin.	Thomas Snyder.
Thomas Leiper.	Isaac W. Norris.
John Barker.	Michael Leib.
Henry Hawkins.	Jacob Huff.
Thomas Cadwalader.	James Whitehead.
John Steele.	James Josiah.
George Latimer.	John Thompson.
Liberty Browne.	Ebenezer Ferguson.
Charles Ross.	James Ronaldson.
Manuel Eyre.	Peter Miercken.
John Connelly,	Richard Palmer.
William McFadden.	Philip Peltz.

John Goodman, secretary of the committee.
Francis Coxe and S. Field, assistants.

CHAPTER XLIII.

MUNICIPAL, STATE, AND GOVERNMENT BUILDINGS.

City and District Halls—Watch-Houses—Watchmen and Police Stations—State House or Independence Hall—Custom-House—Post-Office—United States Mint.

City Halls and District Halls.—Although there is reason to believe that Philadelphia might have been created a borough by William Penn in 1684, it is not probable that there were any buildings belonging to the public that were in use before the city was chartered, in 1701. In the charter there is a provision that the mayor, recorder, Common Council, and aldermen shall hold sessions at stated times, and "on the 1st 3d day of the week, in the 8th month (Oct.), yearly for ever hereafter, publicly to meet at a convenient room or place within the said city, to be by them appointed for that purpose and there chose one of the aldermen to be mayor for that ensuing year." The minutes of the City Council, which have been preserved, commence with the entry: "Att a Meeting of the Mayor, Aldermen, and Comon Council at the House of Barbert Carry, of this City, Innholder, the Third day of October, 1704," showing that there was no public hall or place for municipal use. The succeeding minutes are dated at the "Coffy House," and a subsequent meeting was held at the same place. After that time, during the whole provincial period, the general custom was to head the minutes "at Philadelphia," the place of meeting not being stated. It is probable that after the court-house at High and Second Streets was finished the Common Council meetings were held there up to the time of the Revolution. The City Court, presided over by the recorder, met there to hear all matters connected with the provincial or county government.

The first movement toward the collection of a fund for the erection of a city hall took place in October, 1746, which is thus recorded upon the minutes of the Common Council:

"James Hamilton, Esqr., Mayor, represented to the Board that as it had been customary for the mayors of this City at the going out of their Office to give an Entertainment to the Gentlemen of the Corporation; he intends in Lieu thereof to give a Sum of Money, equal at least to the Sums usually expended on such Occasions, to be laid out in something permanently Useful to the City, And proposes the Sum of One Hundred and Fifty Pounds toward erecting an Exchange or some other Publick Building. The Board taking the said Proposal into Consideration unanimously approved of the same. And the said James Hamilton accordingly presented to the Mayor and Committee of the City of Philadelphia the said sum of One Hundred and Fifty Pounds, to be applied towards the Building of an Exchange in this City, for the like uses with that of the Royal Exchange, in London, or of the erecting of such other publick Edifice in this City as the Mayor and Commonalty shall see fit to order and direct. The Money aforesaid to be placed out and Continued at Interest until the same shall be wanted for the Purposes aforesaid."

This money was paid to the treasurer, who was ordered to place it out at interest, on security which should be approved by the mayor, recorder, and treasurer for the time being, and two Common Councilmen.

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The example of Mayor Hamilton was not followed by all of his successors; several of them, it is probable, preferred to "give the customary entertainment." The minutes contain only the following notes of gifts to this fund:

1746.	Alexander Hamilton	£150
1784.	William Attwood	60
1749.	William Attwood	60
	Charles Willing	100
1753.	William Plumsted	75
1753.	Robert Strettell	75
	Total	£520

The necessity of having some building appropriated entirely to municipal use was considered so urgent that the following proceedings in relation thereto took place in Common Council on the 8th of February, 1775:

"It was proposed that the Board take into Consideration the great necessity there is of erecting a City Hall and Court-House, for the use of this Corporation, and the Mayor's Court, a lot of ground having been long since appropriated for that purpose in the State-House Square. The sense of the Board appeared generally in favor of the Proposal; and a Committee was agreed to be appointed to draw a plan and make an estimate of a proper building; likewise to inspect the state of the funds of this Corporation, and to Consider whether this Board can apply the Moneys formerly given by several of the Mayors of this City in lieu of the accustomed Entertainments on going out of their Office for the Purpose of a City Hall and Court-House, or whether they are restricted by the terms of those donations to apply that money, with the accumulated Interest thereon, solely for the Purpose of building an Exchange."

At the next meeting of Common Council, in April, 1775, the committee presented a plan of a city hall, but without an estimate of the cost. At the same time that body expressed the opinion that the former donations by several of the mayors of the city "were to be applied to the building of an *Exchange*, or such other *public edifice* in this City, as the Mayor and Commonalty should see fit to order and direct, consequently, that this board had an undoubted Right to apply the same toward building a City Hall." At the same meeting the managers of the House of Employment, who owed the city seven hundred and fifty pounds for money lent, offered to settle by the transfer of some ground-rents. The proposition was refused, because "probably the money would soon be wanted in order to build a City Hall," and notice was given that the bond must be discharged within two months, "Otherwise let it be then Peremptorily put in suit."

The Revolutionary war suspended all active operations for the erection of a city hall. In 1785 the Assembly passed an act appropriating six thousand pounds, which had been realized from the sale of the old High Street prison, toward the erection of municipal buildings. Nothing was done, however, until 1789, when another act was passed authorizing a lottery to raise eight thousand dollars, four-fifths of the proceeds of which was to be paid to the corporation toward the erection of a city hall, and the other fifth to be given to Dickinson College at Carlisle.

The city hall was begun in 1790, and the building finished in the summer of 1791. It was of plain brick, two stories high, with a small cupola. The style was solid and respectable. There was a little display of ornamentation by the use of marble as a band between the first and second stories, with marble keystones and springers to the arches of the windows and doors. The building was originally intended to be used in the first story by the Mayor's Court and by the mayor in hearing cases which were brought before him as a committing magistrate. But as the Federal government had come to Philadelphia before the building was finished, it was requisite to find some suitable place for the accommodation of the Supreme Court. The Federal Senate and House of Representatives were of necessity granted the use of the building at the southeast corner of Sixth and Chestnut Streets, which had been erected for the County Court-House. The Assembly of the State, with the Supreme Court, and County Court of Common Pleas and Quarter Sessions, were crowded into the State-House. The Federal courts, Supreme, Circuit, and District, could not be accommodated anywhere else than at the building at Fifth and Chestnut Streets.

While the Supreme Court was there the bench was occupied by the first chief justice, John Jay, who had been appointed by Washington in 1789, but resigned in 1794, with some reluctance, to accept the mission to England, against the actions of which this country at that time had many causes of complaint. Oliver Ellsworth, of Connecticut, succeeded him as chief justice in 1796, and remained in that office until 1800. The associate justices were John Rutledge, of South Carolina; William Cushing, of Massachusetts; James Wilson, of Pennsylvania; Samuel Chase, of Rhode Island; John Blair, of Virginia; James Iredell, of North Carolina; Thomas Johnson, of Maryland; William Patterson, of New Jersey; Bushrod Washington, of Virginia; Alfred Moore, of North Carolina; and John Jay, who was reappointed in 1800, but declined to act. Some of these justices replaced others who had died or resigned in the meanwhile.

The United States Circuit and District Courts were also held in the second story of the City Hall, they being under the administration of Justice William Lewis, of the Supreme Court, and Judges Francis Hopkinson and Richard Peters. After the seat of the Federal government was removed to Washington City, the Councils of the city took charge of the City Hall. The Mayor's Court met there until after the old State-House was purchased from Pennsylvania by the city of Philadelphia, in 1816. After that time the Mayor's Court was removed to the centre State-House building. The lower back room of the City Hall was occupied by the mayor. The City Council began to meet in the second story of the building as soon as it was finished, and continued there until the consolidation of the city, in 1854.

The Common Council was in the back room, and the Select Council in the northeast front room, second story, on the west side; north were the committee rooms. The rooms on the first floor were occupied

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by departments of city government. The water department, city commissioners, city clerk, city treasurer, and other officers, were in the back room. The Mayor's Court was afterward removed to the State-House building.

After the consolidation of the city and districts, in 1854, Councils resolved that the State-House should be the City Hall. To accommodate Select and Common Councils extensive alterations were necessary. They were completed about 1854, and since that time meetings of the Municipal Legislature have been continuous in that building.

City Courts.—One of the incidents of the charter of the city of Philadelphia, granted by William Penn in 1701, was the conferring of authority to exercise judicial functions within the city upon the officers of the corporation. In order to facilitate this design there was to be a city sheriff and a town clerk, who was to be clerk of the peace and clerk of the court and courts. The functions of the recorder, who in after-years acted as one of the presiding judges of the City Court and Mayor's Court, were not so well defined. He was "to do and execute all things which unto the office of Recorder of the said city doth or may belong." It is worthy of notice that in the original charter the recorder was not mentioned as being necessary to the corporate title. "Mayor and commonalty of Phila. in the province of Pennsylvania" was the title of the old city corporation, although in some parts of the charter "the mayor and commonalty of the city of Phila.," omitting the words in the province of Pennsylvania, are spoken of as the official title. A court, whereof any four or more of the aldermen (whereof the mayor and recorder for the time being shall be two) has no name assigned to it in the charter further than a "Court of Record." Under the charter Thomas Story was named as the first recorder, Thomas Farmer to be the city sheriff, and Robert Assheton to be the town clerk and clerk of the court and courts. Farmer was the county sheriff at the time. There does not appear to have been at any period afterward an attempt to constitute a separate city sheriff. The sheriff for the county was always considered to be the sheriff of the city. The case was different with the coroner. The charter does not command that the county sheriff shall be the city sheriff. But the county coroner was always to be the city coroner, whether he resided in the city or in the county. There is a curious provision in the charter in reference to this matter:

"And I will that the coroners to be chosen by the county of Phila. for the time being shall be the coroners of *the said city and liberties* thereof; but that the freemen and inhabitants of the said city shall from time to time as often as occasion be have equal liberty with the inhabitants of the said county to recommend or choose persons to serve in the respective capacities of coroners and sheriff for the county of Phila. who shall reside in the said city."

From this it would seem that the coroners and sheriff of the county were obliged to reside in the city. The court established under the charter without a name was generally known as the City Court. Under the authority of the charter the city corporation, shortly after 1701, set up under ordinance a court for determining small debts, and to be held by the mayor or recorder with one or more of the aldermen. This was called "the forty shillings court" "or the two weeks court." The management of this tribunal was not satisfactory. According to the recital in the act of May 28, 1715, "the several Laws of this Province for determining small Debts without formality of trial were designed for the Ease and Conveniency of the Subject; but Complaint is made by many of the Inhabitants of the City & County of Philadelphia that the manner of putting the same in Execution by some of the said City Magistrates and Officers, proves very chargeable and inconvenient." For remedy of this it was declared that the city ordinance under which the Forty Shillings or Two Weeks' Court exercised its functions was null and void, that no court in the province should have cognizance of debts and demands under forty shillings, and that the same should be recoverable by ordinary process before any justice of the peace.

The Revolution was considered to have put an end to the corporation of the city under Penn.

During the interval when there was no city corporation, under certain acts of Assembly the justices of the peace for the city of Philadelphia were authorized to hold "a city court." Under the act of March 11, 1789, creating the new city charter, this authority was annulled, and all the records and proceedings of the City Court were ordered to be transferred to the Mayor's Court on the 15th of April of the same year. Under the charter of 1789 the corporate title was "the mayor, aldermen, and citizens of Phila." The recorder elected by the mayor and aldermen was to hold his office for seven years, and to have all the powers and jurisdictions of a justice of the peace within the said city. A court with a large jurisdiction in cases of crimes and misdemeanors, to consist of the mayor, recorder, and aldermen, or any four or more of them, of whom the mayor or recorder for the time being shall be one, were given authority to hold a court of records to be entitled "the Mayor's Court for the city of Phila."

Authority was granted at the same time to establish a city court to be called "the Alderman's Court," to consist of three of the aldermen of the city, any two of whom might be a quorum. The aldermen who were to constitute this court were to be appointed by the mayor and recorder four times in each year, or oftener, if they thought proper. The aldermen were to have a civil jurisdiction in "causes and matters cognizable before any one justice of the peace within the State, where the debt or demand amounts to forty shillings, and does not exceed ten pounds." In cases of debts under forty shillings, right was given to the mayor and any alderman within the city to "have cognizance of and a sole

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and exclusive right to hear and determine in a summary way all such matters and things." An appeal from the judgment from the mayor and alderman was allowed to the Aldermen's Court. The latter tribunal proved to be no more popular than the Forty Shillings Court of the early municipal period. The act of 1789, so far as related to the establishment and power of the Aldermen's Court, was repealed after fifteen years' experience, in 1804.

The Mayor's Court came to an end under the act of 19th March, 1838, which created the Court of Criminal Sessions in the city and county of Philadelphia, and abolished the Mayor's Court.

Aldermen and Justices of the City Court and Mayor's Court, 1701-1838.—Under the charter of the city granted by William Penn in 1701, the mayor, recorder, and aldermen were created justices of the peace, and justices of Oyer and Terminer in the city and liberties thereof; also "that they, or any four or more of them (whereof the mayor and recorder of the said city shall be two) shall and may forever hereafter have power and authority . . . to hear and inquire into all manner of treasons, murders, manslaughters, and all manner of offences, capital and criminal," etc.; also "to hold and keep a Court of Record quarterly or oftener, if they see occasion," etc. This was the establishment of the court which was known before the Revolution as the City Court. They were also justices of the quorum of the county courts.

ALDERMEN HAVING RIGHT TO SIT IN THE CITY COURT.[1]

Oct. 25, 1701 (Charter).—*Edward Shippen, Joshua Carpenter, *Griffith Jones, *Anthony Morris, *Joseph Wilcox, Nathan Stanbury, Charles Read, Thomas Masters, William Carter.
Before Oct. 3, 1704.—John Jones.
Oct. 3, 1704.—Joshua Carpenter.
Feb. 4, 1706.—Thomas Storey.
Oct. 2, 1705.—Samuel Richardson.
Oct. 5, 1708.—George Roch (did not qualify), *Richard Hill, *Samuel Preston, Isaac Norris (did not qualify).
Oct. 2, 1711.—*Jonathan Dickinson.
Oct. 7, 1712.—*George Roch.
Oct. 6, 1713.—Joseph Growden, *Isaac Norris, Pentecost Teague.
Oct. 4, 1715.—*William Hudson, Abraham Bickley, Joseph Redman.
Oct. 1, 1717.—*James Logan.
Oct. 7, 1718.—Thomas Griffith, *William Fishbourn.
Oct. 20, 1720.—Israel Pemberton (did not qualify).
Oct. 2, 1722.—*Clement Plumsted, Israel Pemberton (would not accept), *Thomas Griffitts, *Charles Read, Benjamin Vining.
Oct. 6, 1724.—*Thomas Lawrence, Evan Owen.
Sept. 29, 1726.—*Anthony Morris (did not act).
Oct. 3, 1727.—*Edward Roberts.
Oct. 7, 1729.—*Samuel Hassel, John Jones, George Fitzwater, George Claypoole.
Oct. 6, 1730.—*William Allen, Isaac Norris, Jr.
Oct. 2, 1733.—Israel Pemberton (did not accept).
Oct. 2, 1733.—Anthony Morris.
Oct. 1, 1734.—Edward Roberts.
Oct. 6, 1741.—*Benjamin Shoemaker, *William Till, Joseph Turner, *James Hamilton.
Oct. 4, 1743.—*William Attwood, Abraham Taylor, Samuel Powel, Jr., *Edward Shippen.
Oct. 6, 1747.—Samuel Maddox (did not accept), *Charles Willing (died November, 1754), *William Plumsted.
Oct. 4, 1748.—*Robert Strettel, Septimus Robinson (did not accept).
Oct. 1, 1751.—Benjamin Franklin, John Mifflin.
Oct. 7, 1755.—*John Stamper, *Attwood Shute, *Thomas Lawrence.
Oct. 5, 1756.—Alexander Stedman, Samuel Mifflin.
Oct. 4, 1759.—*John Wilcocks, Jacob Duché, William Coxe.
Oct. 2, 1759.—*Thos. Willing (did not accept until 1761), Daniel Benezet (resigned Oct. 7, 1766).
October, 1761.—*Henry Hannis, *Samuel Rhoads.
Oct. 2, 1764.—*Isaac Jonet, *John Lawrence.
Oct. 7, 1766.—Amos Strettel, *Samuel Shoemaker.
Oct. 6, 1767.—*John Gibson.
Oct. 2, 1770.—James Allen, Joshua Howell (did not accept), *William Fisher.
Oct. 4, 1774.—*Samuel Powell, George Clymer.

Last minutes of meeting of Aldermen and Common Council under the charter of 1701, dated Feb. 17, 1776.

There must have been a stoppage of justice for some time. The City Court was held to be abrogated by the supposed annulment of the charter of the city. The Convention of Pennsylvania in July, 1776, appointed thirty-six justices for the city and county of Philadelphia. Offenses triable before the City Court must have been tried in the County Court (See "Court-Houses.")

In 1777 a better order was established. There were justices of the peace appointed for the city wards. Presumably they held the City Court.

JUSTICES OF THE PEACE.

Samuel Simpson,[2] Middle Ward, elected	Feb.	14, 1777
John McCalla,[2] Walnut Ward, elected	Feb.	14, 1777
Samuel Howell,[2] Lower Delaware Ward	Feb.	14, 1777
George Bryan,[2] Dock Ward, elected	Feb.	14, 1777
James Young, Mulberry Ward	March	28, 1777
John Ord, Lower Delaware Ward	March	28, 1777
Joseph Redman, Sr., North Ward	March	28, 1777
Isaac Howell, North Ward	March	28, 1777
John Henry, Walnut Ward	March	28, 1777
Plunket Fleeson, Middle Ward	March	28, 1777
Benjamin Paschal, Dock Ward	March	28, 1777
Philip Boehm (resigns Sept. 30, 1778) Mulberry Ward	March	28, 1777
William Ball, High Street Ward	Jan.	5, 1779
William Adcock, Chestnut Street Ward	Jan.	5, 1779
Samuel Morris, Jr., Walnut Street Ward	Jan.	5, 1779
Benjamin Paschal, Dock Street Ward	Jan.	5, 1779
William Rush, North Mulberry Ward	May	7, 1779
John Miller		
Joseph Wharton, New Market Ward	May	10, 1784
Isaac Howell, North Ward	May	21, 1784
Plunket Fleeson, Middle Ward	June	2, 1784
John Gill, Lower Delaware Ward	June	29, 1784
Edward Shippen, Dock Ward	Oct.	3, 1785
William Craig, High Street Ward	March	18, 1786
William Pollard, Chestnut Ward	March	27, 1786
Lewis Weiss, South Mulberry Ward	May	20, 1786
William Rush, North Mulberry Ward	May	26, 1786
Alexander Todd, Dock Ward	Feb.	9, 1787
Robert McKnight, Walnut Ward	Feb.	28, 1787

New City Hall.—During several years after consolidation propositions relating to the erection of a new city hall for the use of the corporation was discussed. As early as 1838 an act was passed authorizing the mayor, aldermen, and citizens of Philadelphia to erect a city hall on any part of the lots of ground in said city now known by the name of Penn Square. The expenses of erecting the hall were to be paid out of the treasury of the city. There was a proviso that the consent of the commissioners of the county of Philadelphia should first be had.

The grant of the Centre Square to the city by Penn was not clearly expressed as to the direct intention further than the same might be used for public buildings. In "a short advertisement" upon the situation and extent of the city of Philadelphia, explanatory of Holme's "Portraiture of the Plan of the City," issued about 1685, is this language: "In the center of the City is a square of 10 A. At each angle are to be

[1] Those marked * were elected mayor during their terms.

[2] These do not seem to have been commissioned.

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houses for Publick affairs as a Meeting-house House, Assembly, or State-House, Market-House, School-House, and several other buildings for publick Concerns." Although there was considerable discussion upon the subject of a new city hall in 1838, the project failed. On the 16th of March, 1847, an act was passed authorizing the commissioners of the county of Philadelphia, by the consent of Select and Common Councils of the city, to erect a new court upon a part of the said State-House Square. Councils were also authorized by the same act to "cause a new city hall to be erected on any other part of said square; the location and erection of said buildings to be first approved by the County Board of said Philadelphia County." There was much discussion in the newspapers about this proposition, and plans of buildings were prepared. But eventually the subject seemed to have been abandoned. On the 31st of September, 1868, City Councils passed an ordinance providing for the erection of municipal buildings on Independence Square, and designating commissioners to carry the same into effect. These gentlemen met shortly afterward, and organized and advertised for architectural plans for the buildings. On the 17th of September following plans and drawings were received from various architects, and at a meeting of the commissioners shortly afterward the plan of John McArthur, Jr., was selected, and he was appointed architect of the work. Contracts were solicited and awarded in January, 1870, but work was not begun. As soon as it appeared that the commissioners were determined to erect the new city buildings, there sprung up a very decided opposition to the use of Independence Square for such a purpose. It was argued that the erection of buildings for the accommodation of the municipality and courts would be a desecration of ground sacred to patriotic veneration by reason of Revolutionary memories connected with the old State-House. This opposition was something more than sentimental. The Legislature was in session, and the controversy was transferred to that forum. The opponents of the use of Independence Square succeeded, and on the 5th of August, 1870, an act of Assembly was passed by which Theodore Cuyler, John Rice, Samuel C. Perkins, John Price Wetherill, Lewis C. Cassidy, Henry M. Phillips, William L. Stokes, William Devine, and the mayor of the city of Philadelphia, and the presidents of Select and Common Councils for the time being were constituted commissioners "for the erection of the public buildings required to accommodate the courts and for all municipal purposes in the city of Philadelphia." This board was in nature permanent until the public buildings were finished. The commissioners had authority to fill vacancies in their own number, and also to increase their number to thirteen.[1] The commissioners were given authority to procure plans for the buildings, and adopt them, make contracts, and superintend the carrying on of the work. They were entitled to make requisitions on the City Councils for the amount required annually toward the expense of construction. The commissioners were authorized and directed to locate the buildings on either Washington or Penn Square, as might be determined by vote of the citizens at the election in October, 1870. Within thirty days afterward the question was determined, and the commissioners were authorized to commence the work.

If Washington Square was selected by a majority of votes, Councils were directed to execute to the commissioners the proper deed or deeds. As to the four Penn Squares, at the intersection of Broad and Market Streets, if the decision of the people was in favor of Washington Square, Councils were directed to convey one of said squares to each of the following institutions: Academy of Fine Arts, Academy of Natural Sciences, Franklin Institute, and Philadelphia Library, "for the purpose of allowing them to erect thereon ornamental and suitable buildings for their respective institutions." If Penn Square was chosen as the site of the public buildings, the commissioners were authorized to vacate so much of Market or of Broad Streeet as they might deem needful, and lay out streets passing around said buildings of width not less than one hundred feet." During a portion of the year succeeding the appointment of the commissioners there was a lively controversy as to the site of the new buildings. A large number of property-holders and business men were anxious to retain the public buildings at the old site at Sixth and Chestnut Streets, while other persons who were interested in property farther west preferred the Penn Square location. "A series of litigations ensued; application was made to the Legislature; resistance was attempted in the City Councils, and the elements of the most vehement partisan prejudice were used to frustrate the law and to procure its repeal."[2] After a bitter contention, mostly waged through the newspapers, the vote was taken in October, and the return was as follows: For Washington Square, 32,825 votes; for Penn Square, 51,623. This was decisive, and the commissioners entered upon their duties as well as they could. Subsequent adverse efforts delayed the actual commencement of work for a year.

The decisions, popular, legal, and legislative, being in favor of the Penn Square site, the commissioners commenced work on Jan. 7, 1871, by removing the iron railings which inclosed the four squares. After the passage of the act of 1828, which declared that the Centre Square (then one inclosure) should be cut by running Market and Broad Streets through it,

[1] In 1882 only one of them remained, the others having died or resigned. The president, Samuel C. Perkins, was at that time the only original member of the commission.

[2] B. H. Brewster's address at laying the corner-stone of the public buildings, 1874.

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the four plots made by this bisection were first inclosed with a wooden fence, or paling, and afterward by iron railings. On the 10th of August, 1871, the ground was broken by John Rice, then president of the Board of Commissioners, and on the 12th of August, 1872, at two o'clock P.M., the first stone of the foundation was laid. One of the most important questions presented to the commission was whether they should allow Broad and Market Streets to be continued through the square, and erect four buildings on the corner lots, or take the whole square as originally laid out, including the ground occupied by streets, and erect thereon one building. The commissioners resolved upon the latter plan, and whether their decision was right or wrong was of little moment after the work had so far progressed that it could not be undone. The excavations for the cellars and foundations required the removal of one hundred and forty-one thousand five hundred cubic yards of earth. The building occupies four hundred and seventy feet from east to west, and four hundred and eighty-six and a half feet from north to south, and covers an area, exclusive of the court-yards, of nearly six and a half acres. It is larger than any single building in America. The main building is ninety-four feet high, and consists of a basement story eighteen feet in height, a principal story of thirty-six feet, an upper story of thirty-one feet, surmounted by another of fifteen feet. The small rooms opening into the court-yards are each divided into two stories for the purpose of making useful all space. The several stories are to be approached by four large elevators at the intersection of the leading corridors, together with eight grand staircases, one in each of the four corners of the building, and one in each of the centre pavilions at the north, south, east, and west fronts. The entire structure contains five hundred and twenty rooms, all fire-proof in material, and provided with every possible convenience for heat, light, and ventilation. The architecture presents a rich example of the style of the Renaissance, modified and adapted to the varied and extensive requirements of a great American municipality. It is designed in the spirit of French art, while at the same time its adaptation of that florid and tasteful manner of building is free from servile imitation either in ornamentation or in the ordonnance of its details. The whole exterior is bold and effective in outline and rich in its parts, elaborated with highly ornate columns, pediments, pilasters, cornices, enriched windows, and other appropriate adornments, wrought in artistic forms, expressing American ideas and developing American genius. The interior is richly decorated with carvings in relief, full-length figures upon the spandrels of the arches, carved keystones, caryatides, and other ornaments.

The entrance pavilions are eighty-six feet wide, and rise to the height of two hundred and one feet. The corner pavilions are forty-eight feet square and one hundred and sixty-one feet high. The pavilions are crowned with massive dormer-windows, in marble, forty-two feet high, flanked by marble caryatides twenty feet nine inches high. The corner pavilions are fitted with marble dormer-windows, with caryatides. The central court-yard is one hundred and eighty-six feet north and south by two hundred and twenty feet east and west. From the north side of the central court-yard rises a grand tower of ninety feet square at the base, gracefully falling off at each story until it becomes, at the spring of the dome (which is three hundred and fifteen feet above the level of the court-yard), an octagon of fifty-six feet in diameter, tapering to the height of eighty-four feet, where it is to be crowned with a statue of the founder of Pennsylvania, thirty-six feet in height, thus completing the extraordinary altitude of four hundred and thirty-five feet, making it the highest artificial construction in the world.

Town-House of the Northern Liberties.—That part of the township of Northern Liberties which had become populous, so as to be, in fact, a suburb of the city, had arrived at such a condition of importance in 1795 that it was necessary to place it under some sort of municipal regulation. A division was made in the thickly-settled portions of the district for election purposes. In that year an act of Assembly was passed to authorize the building of a town-house and market-place in the Northern Liberties. Twenty feet of ground on each side of Second Street, between Coates and Poplar Streets, had been previously dedicated by the owners of lots to encourage the improvement of that part of the county. They undertook to build the market-house by subscription, without cost to the public. The town-house was directed to be commenced in the middle of Second Street, forty feet north of Coates Street, and was to be twenty-six feet front by thirty feet in depth along Second Street, where it joined the market-house, eighteen feet wide, which originally extended to Brown Street. This building was probably finished in a year or two. It was constructed in the style of the old court-house at Second and Market Streets. Arches rising from the ground to the height of one story gave passage to the market-house beyond. The main room of the town hall was in the second story. The building was of brick, with a small cupola on top, and was in general appearance similar to the market-hall standing at the intersection of Second and Pine Streets. When the Northern Liberties were incorporated as a district, on March 29, 1803, the town house of the Northern Liberties became the Commissioners' Hall. The commissioners were elected May 7th, and met for the first time May 11th at the town house. The building was occupied for several years, but was entirely too small for the intended purpose. In the early part of 1814 the commissioners of the Northern Liberties purchased a building on the east side of Third Street, between Tammany [or Buttonwood]

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Street and Green Street, which was formerly known as the officers' house of the military barracks.

The commissioners first occupied that building on the 17th of February, 1815. Previously the old house was used as a tavern. After the commissioners of the Northern Liberties bought the barracks building, an act of Assembly was passed declaring that thereafter that building should be the Commissioners' Hall of the Northern Liberties. The building was of plain brick, which in later times was rough-cast. During the period that the Northern Liberties had a mayor, his office was in the basement of the building, and there were rooms for lock-up and accommodation of the watch. The Recorder's Court of the Northern Liberties, with criminal jurisdiction, was held in the first story from 1836 to 1838, Robert T. Conrad being the recorder or judge.

PRESIDENTS OF THE BOARD OF COMMISSIONERS OF THE DISTRICT OF NORTHERN LIBERTIES.

Incorporated March 29, 1803.

May 13, 1803–May, 1805.—Dr. Peter Peres.
May 14, 1805–August, 1809.—John Kessler.
Aug. 29, 1809–May, 1812.—John Goodman.
May 6, 1812–May, 1814.—Daniel Groves.
May 11, 1814–May, 1815.—Cornelius Trimnel.
May 10, 1815–May, 1818.—Dr. Michael Leib.
May 6, 1818–October, 1829.—Daniel Groves.
Oct. 20, 1829–Jan. 11, 1831.—J. W. Norris.
Jan. 11, 1831–Oct. 1, 1831.—J. Edmund Shotwell.
Oct. 18, 1831–October, 1832.—William Binder.
Oct. 16, 1832–October, 1834.—William Wagner.
Oct. 21, 1834–October, 1835.—William Binder.
Oct. 20, 1835–October, 1837.—John G. Wolf.
Oct. 17, 1837–October, 1838.—Charles J. Sutter.
Oct. 16, 1838–October, 1839.—Joseph Pancoast.
October, 1839–October, 1840.—William Bruner.
October, 1840–October, 1843.—John T. Smith.
October, 1843–October, 1846.—James Landy.
October, 1846–October, 1849.—John T. Smith.
October, 1849–October, 1850.—James S. Watson.
October, 1850–October, 1852.—Edward T. Mott.
October, 1852–October, 1854.—Stephen D. Anderson.

Southwark Commissioners' Hall.—The southern suburbs were erected into a municipality denominated the district of Southwark by act of Assembly passed May 14, 1762. It was a qualified organization, composed of three surveyors and regulators, three assessors, and three supervisors, also an overseer of the poor and an inspector, having the same power as similar officers in townships. In 1794 the district of Southwark was incorporated with fifteen commissioners, having general municipal powers, among which were the erection of buildings.

The Board of Commissioners first met on the 26th of May of that year, at the house of Catharine Fritz, which was an inn, and situated in Front Street, below Catharine. This place was not agreeable, and it was determined at once to take the lease for public purposes of Jonathan Penrose's house, at a rent of thirty dollars per annum, he to furnish one window for election, "to put a cloth on the floor, if the board considers it necessary, to keep the place clean, take care of the wood, etc." This building stood north of Christian Street, and east of Second, on the back part of the lot afterward occupied by the commissioners' hall. In the succeeding year the meeting-place of the commissioners was at James Little's school-house. In 1797, during the yellow fever, the board met at Crosby's house, near Moyamensing road, afterward at Sampson Goff's house, Fifth and Christian Streets, but they went back to Little's school-house after the epidemic had ceased. In 1798 the yellow fever again drove them to the house of Sampson Crosby. It was there resolved to meet regularly in a new brick building at John McLeod's rope-walk, in Front Street, at a rent of six dollars per month. In 1799 a stone building in the rear of the Third Baptist Church, which stood about the head of the present Scott's Court, was rented. About 1810 the commissioners purchased from Paul Beck a lot of ground on the east side of Second Street, above Christian, where they erected a plain and substantial two-story brick building, forty feet deep by sixty-nine feet in width. This hall was first occupied by the commissioners April 11, 1811. There was a large hall for public meetings in the first story. The commissioners usually met in the second story. The front of the hall stood back from Second Street, but the building extended to a street in the rear, running from Catharine to Christian, which was at one time called Sutherland Street. There was a vacant space north and south of the building. At Second Street, at each side of the lot, were erected, some time after the hall was built, two fire-engine houses, which were occupied for some years by the Southwark and Weccacoe Fire Companies. The new Southwark Hall was first occupied by the commissioners April 11, 1811. After consolidation this building was used as a police station. It was ordered to be torn down in 1882, and replaced by a new station-house.

PRESIDENTS OF THE BOARD OF COMMISSIONERS OF THE DISTRICT OF SOUTHWARK.

Incorporated April 18, 1794.

May, 1794–May, 1795.—Joseph Marsh.
May, 1795–May, 1796.—Richard Tittermary.
May, 1796–May, 1801.—William Linnard.
May, 1801–May, ——.—William Penrose.
May, ——–May, 1813.—Robert McMullin.
May, 1813–May, 1816.—John Thompson.
May, 1816–May, 1817.—Phineas Eldredge.
May, 1817–May, 1821.—Robert McMullin.
May, 1821–May, 1822.—Charles Penrose.
May, 1822–May, 1829.—Joel B. Sutherland.
May, 1829–May, 1846.—Thomas D. Grover.
May, 1846–May, 1850.—Lemuel Paynter.
May, 1850–May, 1852.—George C. Rickard.
May, 1852–May, 1853.—Charles C. Wilson.
May, 1853–May, 1854.—Thomas A. Barlow.

Spring Garden Hall.—When the District of Spring Garden was incorporated, March 22, 1813, it was directed that the citizens of the district should meet together at the school-house belonging to the Spring Garden Association, which was situate at the northeast corner of Eighth and Buttonwood Streets, and is still standing (1884). They were to choose twelve commissioners at the election to be held there.

The school-house was a two-story brick building with a cupola, which had originally been erected by subscription of citizens in 1809. It was intended to be a place for religious worship and education, and to be used for township elections and other purposes. In 1823 the Legislature passed a law authorizing the commissioners of the district to build in the centre of Callowhill Street, between Sixth and Seventh Street, a market-house and town hall, the same to be of the width of thirty-four feet. This privilege was not accepted so far as regarded the erection of a town hall in the centre of the street. The commissioners purchased a lot and building on the north side of Vine Street, east of Ninth, where they remained for some years. On the 19th of July, 1847, an ordinance was passed authorizing the issuing of certificates of loan to be applied toward the erection of a new hall for the District of Spring Garden. The lot chosen was at the northwest corner of Thirteenth and Spring Garden Streets. The building was constructed with rapidity, and was finished in 1848. It was the largest and most elegant commissioners' hall in the county, and extended parallel from Spring Garden Street near the line of Thirteenth, northward to Brandywine Street. The first story was for offices. The commissioners' room was in the second story. In front the first story from the ground was a basement, and a fine Grecian portico rose above it. The building was surmounted by a steeple built by Jacob Berger, in which there was a clock made by T. Tyson. At the consolidation of the city and districts this building was appropriated for some time for the purposes of a station-house. At a later period it was occupied as the office of the Spring Garden Gas-Works and by the water department of the city.

PRESIDENTS OF THE BOARD OF COMMISSIONERS OF THE DISTRICT OF SPRING GARDEN.

Incorporated March 22, 1813.

May 7, 1813–May 5, 1815.—Joseph R. Zebley.
May 5, 1815–May 7, 1824.—David Woelpper.
May 7, 1824–Oct. 18, 1831.—Lawrence Shuster.
Oct. 13, 1831–Oct. 13, 1832.—Joseph B. Bolton.
Oct. 13, 1832–Oct. 12, 1833.—John M. Ogden.
Oct. 12, 1833–Oct. 18, 1834.—George W. Riter.
Oct. 18, 1834–Oct. 15, 1836.—Joseph Johns.
Oct. 15, 1836–Oct. 13, 1838.—John M. Ogden.
Oct. 13, 1838–Oct. 12, 1839.—William W. Walker.
Oct. 12, 1839–Oct. 17, 1840.—Thomas Matlack.
Oct. 17, 1840–Oct. 4, 1841.—Daniel Smith.
Oct. 4, 1841–Oct. 15, 1842.—George W. Ash.
Oct. 15, 1842–Oct. 18, 1845.—John H. Dohnert.
Oct. 18, 1845–Oct. 16, 1847.—Robert T. Fry.
Oct. 16, 1847–Oct. 14, 1848.—Hiram Ayres.
Oct. 14, 1848–Oct. 13, 1849.—William Neal.
Oct. 13, 1849–Oct. 12, 1850.—Joseph W. Martin.
Oct. 12, 1850–Oct. 12, 1852.—George W. Donohue.

Kensington Hall.—After the incorporation of the Kensington District of the Northern Liberties, March 6, 1820, the commissioners met in rooms hired for their accommodation. In 1833 a large lot of ground was purchased by the commissioners upon Frankford road, bounded by that avenue, Master and Front Streets. In the centre of this plot was erected a fine hall building of brick, two stories in height, surmounted with a steeple. This building was ready for use in 1834. The commissioners met in the second story. The first story was occupied by offices, and in the basement were fitted up cells for the reception and safe-keeping of offenders. This hall was torn down in 1883, and the ground is now occupied by dwellings.

PRESIDENTS OF BOARD OF COMMISSIONERS OF THE KENSINGTON DISTRICT OF THE NORTHERN LIBERTIES.

Incorporated March 6, 1820.

May, 1820–Aug. 10, 1832.—John C. Brown.
October, 1832–October, 1834.—Henry Remmey, Jr.
October, 1834–October, 1835.—Mahlon Dungan.
October, 1835–June, 1836.—Henry Remmey, Jr.
June, 1836–May, 1840.—Abraham R. Eyre.
May, 1840–May, 1841.—Peter Rambo.
May, 1841–June, 1842.—Thomas H. Brittain.
June, 1842–October, 1845.—John Robbins, Jr.
October, 1845–1847.—Samuel T. Bodine.
1852–54.—John P. Verree.

Moyamensing Hall.—The commissioners of Moyamensing met in 1812 at the inn or tavern of William Daly, South Sixth Street. Afterward they occupied various rented rooms for some years. About 1833 a movement was made to provide a proper hall for the use of the district officers. A lot of ground was purchased on the south side of Christian Street, between Ninth and Tenth. A fine hall, with a marble front portico, was commenced in August, 1833. It was finished in November, 1834, and for twenty years was the principal voting-place in the district. During the cholera of 1866, the building not being in actual use, was selected to serve as a hospital for cholera patients in case the epidemic should be severe. The designation of the hall for such a purpose aroused apprehension and fear in the neighborhood. Protests were made against the proposed service. As no attention was paid to these remonstrances, some evil-disposed persons took an opportunity to settle the matter in a summary way. The hall was set on fire by incendiaries, and the interior destroyed, Aug. 4, 1866. The walls were in good condition. The property was afterward sold and rebuilt, and was occupied by a Roman Catholic institution.

Richmond Hall.—The commissioners' hall for the district of Richmond was situate at the corner of Clearfield and West Streets, and finished in 1829.

District of Penn Hall.—By act of April 19, 1843, James Markoe, Andrew D. Cash, William Esher, Jacob Heyberger, and Edward T. Tyson were appointed commissioners to appoint surveyors and lay out with streets, sewers, etc., that portion of Penn township "lying between the north boundary-line of Spring Garden and a line parallel with and at the distance of one hundred feet north of Susquehanna Avenue, and between the middle of Delaware Sixth Street and the river Schuylkill," etc. They met for the first time May 2, 1843, at Woodvale Cottage, the residence of James Markoe, and organized. They

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were superseded in authority by act of March 14, 1844, which created a municipal corporation styled "The Commissioners and Inhabitants of the District of Penn." The first meeting of the commissioners was held March 25, 1844, at the house of Michael Deiner. On the 30th of March, 1846, the commissioners met for the first time at the new hall, northeast corner of Tenth and Thompson Streets. They were in the occupancy of that building at the time of consolidation (1864).

PRESIDENTS OF THE BOARD OF COMMISSIONERS, DISTRICT OF PENN.

Incorporated March 14, 1844.

March, 1844–March, 1846.—James Markoe.
March, 1846–March, 1847.—Athanasius Ford.
March, 1847–March, 1849.—Anthony Olwine.
March, 1849–March, 1850.—William Esher.
March, 1850–May 13, 1850.—Samuel Ogden.
May 13, 1850–May 13, 1851.—William Esher.
March, 1851–June 15, 1852.—Samuel Ogden.
June 15, 1852–June 15, 1854.—Jacob D. Sheble.

West Philadelphia Hall.—The commissioners for West Philadelphia occupied a lofty brick building for district uses at the corner of Washington [Market] and Park [Thirty-seventh] Streets.

Germantown Hall.—The town hall of Germantown, built upon a lot fifty-five feet front by one hundred feet in depth, stood back from the main street, or Germantown Avenue. It was authorized to be built before the act of consolidation was passed, and was finished July 1, 1855.

Frankford Hall.—The town hall of Frankford was occupied January, 1849.

Watch-Houses, Watchmen, and Police Stations.—At the consolidation of the city and districts all the commissioners and town halls of the various districts and townships ceased to be of local importance. As nearly all of them had been used for police headquarters, and were provided with facilities for the temporary detention of prisoners, they were continued in use as police stations.

In Philadelphia the earliest conservators of the peace were the constables. The first watchman was appointed in July, 1700, by the Provincial Council, and had the whole care of the city within his charge. He was appointed and empowered "to go round ye town with a small Bell in the night time to give notice of ye time of night & the weather, and if any disorders or dangers happen by fire or otherwise in the night time to acquaint ye constables eyrof."

In a curious document of instructions, purported to have been addressed to Thomas Todd (constable of Mulberry Ward) in 1722, probably by Mayor Fishbourne, there are directions as to his duty in daytime, particularly to suppress disorder on the first day of the week in the public streets, the arrest of persons tippling in public-houses, and the maintenance of peace at other times. The following is in relation to the watch:

"What I have said chiefly concerns thy conduct in the day, but what follows is relative to the Night Watches.

"I. Take care to warn the watch duly, and that thou attend accordingly at the time and place already appointed.

"II. If any person duly warned does not come or send one in time, or when come does not attend his duty therein, return the names of every such to some magistrate next day.

"III. If thou meet any disorderly persons in the streets, endeavor to suppress them, and commit them to Gaol until next morning; but if, with the assistance of the watch, thou cannot then learn their names make return thereof accordingly next day to some magistrate.

"IV. If thou knows or hears of any suspected lew'd houses as entertaining debauched persons or servants, &c., search there accordingly and apprehend all suspected persons thou finds therein, and commit them to Gaol in order to be brought before some magistrate next morning.

"V. If any publick housekeepers keep unseasonable hours or rude disorderly company in their houses thou art to require them to disperse the company and return the name of such publick housekeeper to some magistrate the next day."

From these instructions it appears that the constable was the principal officer of the watch. There was another matter connected with it, viz., that the watch was not a permanent paid body of men, but was composed of citizens who were designated or chosen for that service. Practically every able-bodied housekeeper had to take his turn upon the watch or send a substitute, which privilege is alluded to in Clause II. of the above instructions. This system had, in course of time, become onerous upon some citizens, and was not satisfactory for other reasons. In 1743 a grand jury made a presentment on this subject, in which it was stated, "The Watch for some time past has been a great expense to the Citizens and the charge thereof unequal and grievous to the poorer part of the Citizens and that a less sum than what was yearly collected on that account raised by an equal assessment and properly managed might in a short time be sufficient to build a watchhouse and support a stated watch, who would be more diligent and careful and go their hourly rounds during the whole night." Common Council voted that a stated watch, to be paid for by the city, would be most effectual, and application was made for authority to establish it. It was not until 1751 that the necessary authority was given by the Assembly. The nightly watch was established, and at the same time public lamps were set up. This was a temporary law, and expired in 1756. In the latter year another act was passed, by which Henry Harrison, Samuel Rhodes, George Okill, Joseph Morris, Daniel Roberdeau, and James Fisher were appointed wardens to maintain and take care of the lamps already erected, and to put up others, and pro-

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vide for lighting and watching, and to hire and appoint the watchmen. They had power to direct, in writing, "at what stands it is fit for the said watchmen to be placed, how often they shall go the rounds and also to appoint the rounds each watchman is to go and to order what number of the constables of the City shall watch each night."

The hours of watching between the 10th of March and the 10th of September were from 10 P.M. to 4 A.M., and between the 10th of September and the 10th of March from 9 P.M. to 6 A.M. There were seventeen rounds or beats at that time. The largest one was on Market and Chestnut Streets, from Front Street to Seventh. The other beats were not farther west than Fifth Street.

It was also directed, "and the Constables shall in their several Turns and Courses of Watching use their best Endeavors to prevent Fires, Murders, Burglaries, Robberies, and other Outrages and Disorders within the said City, and to that End shall and they are hereby impowered and required to arrest and apprehend all nightwalkers, malefactors, and suspected persons, persons who shall be found wandering and misbehaving themselves, and shall take the person or persons who shall be so apprehended, as soon as conveniently they may, before one of the Justices of the Peace of and for the said city, to be examined and dealt with according to law, and shall once or oftener, at convenient times in every night, go about the several wards of the said city and take notice wether the watchmen perform their duties in their several stations." The pay of the constables was three shillings per night. The section of the law defining the duties of watchmen followed, substantially in the language that regulates the power of the constables. The watchmen were authorized "to apprehend all Nightwalkers, Malefactors, Rogues, Vagabonds, and disorderly persons whom they shall find disturbing the public peace, or shall have just cause to suspect of any evil design. . . . And in case of any Fire breaking out or other great Necessity shall immediately alarm each other and the inhabitants in their respective Rounds, which when done they shall repair to their respective Stands, The better to discover any other Fire that may happen as well as to prevent any Burglaries, Robberies, Outrages, and Disorders and to apprehend any suspected Persons who in such Times of Confusion may be feloniously carrying off the Goods and the Effects of others."

The watch-box was an early necessity of the watch system. They were small wooden constructions, square or hexagonal, and at a late period of their employment some of them were perfectly round. They were in width or diameter from four to five feet, and surmounted by lamps. Within them was space for a narrow bench, fixed to one of the sides of the building. Sometimes there was space for a small stove, the pipe from which rose near the top of the box and opened out upon the street. Around the inside walls were hooks upon which to hang coats, capes, torches, etc., and underneath the bench was a place in which to store cans of oil, with wicks, lamp-dishes, and other appliances. Probably about 1830 small round holes were placed in the doors of the watch-houses, behind which were fixed revolving disks of iron or tin, upon which were cut in Roman numerals figures running from IX. to XII., then commencing at I. down to VI., the latest morning hour. The watchman set this dial on each return from traversing his beat, and the wayfarer by consulting the dial could learn the hour of the night. It was not essentially necessary in the earlier period of the watch that such precaution should be taken. The watch-box was doomed to removal by ordinance of March 16, 1848, which declared that thereafter no watch-boxes should be provided or permitted in the public streets. It was the duty of the watchman, as he went his rounds, to announce the hour in a loud voice. The watchman's cry was peculiar and musical, and was usually listened for by those awake with some interest, because he not only told the time of the night, but the condition of the weather. If he should cry out, "Oh past tw—elve o—clock—and a starlight morning!" the information was more pleasant than if it might be at another hour, "Oh pa—a—st three o—clock—and a stormy morning!" It is a matter of historic legend, probably true, that on the night that the news of the British surrender at Yorktown, in 1781, was brought to the city, the intelligence having come in at a late hour, a German watchman, who went his rounds, startled the wakeful population by crying the hour, and adding, "Unt Cornwalist ish daken!" Before the Revolution the watchman carried a stave and a flambeau, which was made of tin or iron, with usually a square fountain for oil at the end, which he held in his hand, and a stout wick running through the tube, which burned with a great flare, and was rarely blown out, even in the most windy weather. A badge buckled round his hat was a certificate of his official authority, and a rattle conveniently carried in the side-pocket of his coat, or great-coat in winter, was ready for use in case of alarm or the attempted escape of an offender. In 1806 city watchmen were provided with tin trumpets.

Watch-Houses.—The watch-house became a necessity for the watchman and his prisoners from the first establishment of municipal police guardianship. Where the earliest one was located is not known, but in 1704 a watch-house was ordered to be built in the market-place. There is no evidence as to how long its use was continued or how it was superseded. The records show that it was twenty-six feet long and fourteen feet wide. Perhaps it was replaced by the use of the county prison for the same purposes. The headquarters of the watch were fixed at the county court-house as soon as the courts were removed to the State-House. During the Revolutionary period there was a watch-house in the State-House yard, and under the second city charter of 1789 the old court-

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house at Market and Second Streets became the city watch-house, and was occupied as such for some years.

A superintendent of the nightly watch was appointed under ordinance of 1797. It was his duty to take care of the oil, wick, and utensils belonging to the city, to see that the watchmen performed their duties, and to aid them in "preventing murders, burglaries, robberies, and other outrages." In course of time the principal watch-house was established in the basement of the City Hall, at Fifth and Chestnut Streets.

In 1833, under the stimulus of the will of Stephen Girard, by which money was devised for the improvement of a police force in the city, four equal divisions of the territory were made for public purposes. There was a captain of the watch and a lieutenant of the city police for each division. Each division was apportioned into three sections, and for each of the latter there was an inspector of police to superintend the policemen and watchmen, subject to the orders of the lieutenant of the division. There were twenty-four day policemen and one hundred and twenty watchmen for night duty. It was provided that there should be a suitable watch-house for each section. Therefore there were twelve watch-houses. But this arrangement was so unsatisfactory and expensive that in 1835 a new ordinance was passed, reducing the number of the day police and the number of watch-houses.

Of the several watch-houses, that for the northern section of the city proper stood upon the north side of Cherry Street, east of Fifth. Another was on the south side of Union Street, between Third and Fourth. The western watch-house occupied a site on Broad Street, near Arch, which is now partly covered by the Masonic Temple. The district corporators had watch-houses that were established at the commissioners' halls. On Nov. 12, 1810, the Northern Liberties organized by ordinance a nightly watch, and provided for lamps. The force was increased in 1811, and a captain appointed.

A radical departure from the old system or lack of system was taken by the act of Assembly of 1850, which brought into existence the Philadelphia police district, and created a force which was clothed with authority not only in the city proper, but also in the districts of Northern Liberties, Spring Garden, Kensington, Richmond, Penn township, Southwark, and Moyamensing. This organization was independent of the old watch and police of the city and districts. By the act a police board was created, to be composed of the marshal and his four lieutenants, who were obliged to keep an office in the city, which should be called the chief police station. It was also made the duty of the Councils of the city and the commissioners of the districts to erect suitable and convenient station-houses for the police in proper localities. The office of the chief marshal was opened on Fifth Street, below Walnut, and the new station-houses required were gradually provided in different sections of the city.

The marshal's police officers established the following signals for calling the force together, the intention being that the officers should repair to, and concentrate at, the station-house indicated by the signal:

To the marshal's office	5	strokes of the alarm-bell.
S. E. Section of the city	5—1	" " "
S. W. " " "	5—4	" " "
N. W. " " "	5—3	" " "
N. E. " " "	5—2	" " "
Southwark	12	" " "
Moyamensing	11	" " "
Spring Garden	10	" " "
Northern Liberties	9	" " "
Kensington	8	" " "
Penn	7	" " "
Richmond	6	" " "
West Philadelphia	13	" " "

"When such concentration may be required at any station the signal shall be given by the alarm-bell within the limits of the said station. The adjoining stations will promptly answer the alarm by giving the same number of strokes as that given by the first alarm-bell, thereby conveying the intelligence to the next station, and so on; so that all policemen will proceed at once to the station whose alarm corresponds with the above statement or regulation."

When the Consolidation Act was passed, in 1854, there was a reorganization of the police department, and by ordinance of July 28th, of the same year, it was declared that for police purposes each ward should be a separate police district, and that in each district there should be "a station-house for the use of the police, and for the temporary detention of persons arrested or charged with offences against the laws."[1] The central station was established in the City Hall, at Fifth and Chestnut Streets. Stations in some of the wards were provided by the appropriation of the former commissioners' halls, and in the other wards buildings were rented and fitted up. It was soon discovered that there was no economy in the renting method, and the city then began to build its own police stations. The first were solid but plain structures, but in course of time architectural effect was attempted, and the buildings provided with ornamental material.

In 1884 there were twenty-six station-houses, located as follows:

First District, Fitzwater Street, below Twentieth.

Second District, at old Southwark Commissioners' Hall, Second Street, above Christian.

Third District, north side of Union Street, below Fourth.

Fourth District, east side of Fifth Street, above Race.

Fifth District, east side of Fifteenth Street, above Locust.

[1] This ordinance has not been rigidly complied with, as in 1884, although there were thirty-one wards, the number of police districts was only twenty-four, corresponding with the original number of wards. The only extra stations were for the Delaware and Schuylkill Harbor Police, whose duties are mainly executed upon the water.

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Sixth District, east side of Eleventh Street, above Race.

Seventh District, St. John Street, above Buttonwood.

Eighth District, south side of Buttonwood Street, above Tenth.

Ninth District, northwest corner Twenty-third and Brown Streets.

Tenth District, east side of Front Street, above Master.

Eleventh District, Girard Avenue, near Otis Street.

Twelfth District, northeast corner Tenth and Thompson Streets, old Penn District Commissioners' Hall.

Thirteenth District, old Manayunk Borough Hall, Main Street, Manayunk.

Fourteenth District, old Germantown Borough Hall, Main Street, Germantown.

Fifteenth District, old Frankford Borough Hall, Main Street, Frankford.

Sixteenth District, corner Thirty-ninth Street and Lancaster Avenue.

Seventeenth District, Taylor Street, below Passyunk Avenue.

Eighteenth District, Trenton Avenue, below Dauphin Street.

Nineteenth District, Lombard Street, below Eighth.

Twentieth District, north side of Filbert Street, above Fifteenth.

Twenty-first District, corner of Darby Road and Thirty-eighth Street.

Twenty-second District, northwest corner of Lehigh and Park Avenues.

Twenty-third District, south side Jefferson Street, above Twentieth.

Twenty-fourth District, corner of Belgrade and Clearfield Streets.

Delaware Harbor, northeast corner Front and Noble Streets.

Schuylkill Harbor, Fairmount Water-Works.

MARSHALS OF POLICE.

To be elected for three years, under the act of May 3, 1850; not repealed May 13, 1856.

John S. Keyser, elected	Oct.	8, 1850
Col. John K. Murphy,[1] elected	Oct.	11, 1853

CHIEFS OF POLICE.

This office was created by act of May 13, 1856, to take effect at the end of the term of the marshal of police. The chiefs to be appointed by the mayor, to hold office during his pleasure.

Samuel G. Ruggles, appointed	May	—, 1857
Gen. St. Clair A. Mulholland, appointed	——	—, 1868
Kennard H. Jones,[2] appointed	——	—, 1871
Samuel Irvin Givin, appointed	July	—, 1879
James Stewart, Jr., appointed	April	—, 1884

The State-House, or Independence Hall.—As soon as William Penn arrived in his province of Pennsylvania, it became requisite to convene the representatives of the inhabitants, to agree upon proper laws for the government of the settlement. It was not necessary to employ for these primitive legislative sessions a building of large proportions, for, although, by the form of government, the General Assembly for the province was to consist of all the freemen of and in the said province, it is not likely that all attended. The first Assembly met at Chester, Dec. 4, 1682.[3]

The first session of the Assembly at Philadelphia was held on the 12th of First month (March), 1683. There were fifty-four members, nine for each of the counties of Philadelphia, Bucks, Chester, Kent, New Castle, and Sussex. Where this body met is not known. Mr. Etting thinks ("History of Independence Hall") that the place might have been at Guest's Blue Anchor Tavern, because there was no public building in the city at that time, yet it is probable that there was a structure which was looked upon as a public building. Richard Townsend, who was with Penn in the "Welcome," says, in his testimony, "Our first concern was to keep up and maintain our religious worship, and in order thereto we had several meetings in the houses of the inhabitants, and a boarded meeting-house was set up where the city was to be, near the Delaware, and as we had nothing but love and good will in our hearts to one another we had very comfortable meetings from time to time, and after our meeting was over we assisted one another in building little houses for our shelter." From this it seems that the meeting-house was completed before many of the original inhabitants had got out of the caves under the banks of the Delaware, which were their earliest dwelling-places. There is a minute of a meeting held at Philadelphia on the 9th of Eleventh month (January), 1683 (Jan. 9, 1684, new style), at which it was agreed that Monthly

[1] He died Feb. 10, 1876, aged seventy-nine. [2] Died July 6, 1879.

[3] The names of the persons who attended this body are not given in the votes of the Assembly at the head of the proceedings of the session. We can only obtain a portion of the names from the minutes that note members appointed on committees, etc. From this source it is ascertained that the following delegates among others were present: Christopher Taylor, of Bucks; Nicholas More, of Philadelphia; John Simcock, of Chester; William Clark, of Deal; Francis Whitewell; Griffith Jones, of Philadelphia; Luke Watson, of Sussex; William Yardley, of Bucks; William Sample; Thomas Brassy, of Chester; John Briggs, of Kent; Ralph Withers, of Chester; Thomas Holme, of Philadelphia; Thomas Winn, of Philadelphia; John Moll, of New Castle; and Edward Southam.

In the Assembly arose on the first day of its session the first election contest in Pennsylvania. The return for New Castle was contested for illegality. John Moll was admitted and Abraham Man was not admitted to the seat.

In what house or place the Assembly met at Chester has been a matter of controversy. One opinion extensively believed was that the sittings were in an old building, which, until about 1860, stood on the west side of Filbert Street, near the margin of Chester Creek, and was commonly known as the old Assembly-house. But Dr. George Smith, in the "History of Delaware County," with whom John Hill Martin (the "History of Chester") agrees, declares that the Assembly-house, so called, was not built until 1693, and that it was not used then for the Assembly, but was the first Friends' meeting-house. Both these writers coincide in the opinion that the Assembly sat in the court-house, which was then the "house of defense," a log structure, the site of which is not known, and which is believed to have been torn down about the time of the Revolution. Dr. Smith says it was the only public building erected in Upland (Chester) at that time of which we have any knowledge.

Meetings should be held on the first third-day of each month for men and women, and that every third meeting should be Quarterly Meeting. At this meeting Thomas Holme, John Songhurst, Thomas Wynne, and Griffith Owen were designated to make the arrangements for the choice of a fit place for the meeting-house. Some time in 1684 the brick meeting-house in Centre Square and the bank meeting-house, which was probably of frame, were constructed. The brick meeting-house was not, therefore, the boarded meeting-house, and the bank meeting-house, a more pretentious structure, is believed to have replaced the latter. We may hence presume that the meeting of the Assembly in March, 1683, took place in the boarded meeting-house. The bank meeting-house, on Front Street, above Arch, was completed in 1684 or 1685, and there is strong probability that the Assembly then, and for some years afterward, was convened in that building.

In 1695 it met in the principal room of a large house that had been erected by Richard Whitpain on the east side of Front Street, between Walnut and Spruce. It was considered quite a grand structure for its day, and Penn, writing from England in 1687, said it was too big for a "private man," wherefore he recommended its use by his own commissioners as a State-House for the use of the officers of the province. When the Assembly, eight years afterward, occupied this building for the legislative branch of the government they must have been in some strait for a proper place in which to do business. A committee was appointed to negotiate with Sarah Whitpain. They reported next day that they had agreed with her as to the compensation, or rent, which must have been an unusual thing, because one member for each county stood forth and "obliged themselves to defray the charge of this house, each for their respective county." In 1696 the Assembly met at the house of Samuel Carpenter, which was at that time on the west side of King [or Water] Street, above Walnut. In 1698 the Assembly ordered the rent of the house in which the meetings were held to be paid, and in February, 1699, in consequence of the extreme cold weather they adjourned to Isaac Norris' house, probably to warm themselves. In 1701 the Assembly again met at Whitpain's house, then owned by Joseph Shippen, and occupied the great front room. Subsequently they occupied the school-room of Thomas Makin, who had been elected clerk of the Assembly in 1699. In February, 1705, Thomas petitioned the House and made complaint that he had lost several scholars "by reason of the Assembly's using the school-house so long, the weather being cold." Makin had been allowed twenty shillings for the use of his room during the session, but now the Assembly, being in a generous mood, voted him three pounds in addition. The new Friends' meeting-house, built at the southwest corner of Second and Market Streets in the year 1695, is believed to have been occasionally used by the Assembly for a place of meeting, intermittingly with Makin's school-room.

At the convening of the Assembly, Dec. 16, 1728, there was again a question as to where it could find a proper place for meeting. It appears that at the preceding session it had passed a resolution requesting the Governor and Council to make an order for a meeting place that should be most convenient for the dispatch of business, because of "indecencies used toward members of the Assembly" where it had been sitting. Lieutenant-Governor Gordon was obliged to apologize for not executing this resolution. He said that he would have appointed some other place than Philadelphia, had it not been that the Council was of opinion that for the convenient dispatch of business the members ought to meet in the city. But he said that if the house would not agree with him, an adjournment to Chester—"which next to Philadelphia seems to be the most convenient place for your meeting"—would be proper. As the Governor did not help the Assembly out of its dilemma, it appointed a committee which selected for its temporary abode the house of Capt. Anthony Morris, on Second Street below Walnut.

In April, 1729, the citizens of Philadelphia presented a petition to the Assembly that it would by law empower the city and county to build a State-House in High Street near the prison. At this time the legislative branch was in one of the frequent controversies it had with the executive whenever it proposed to issue paper money, part of which was for the renewal of former emissions whose legal time had expired. The bill then pending had originally proposed the issue of fifty thousand pounds, but the objections of Lieutenant-Governor Gordon reduced the amount to thirty thousand pounds before it was passed, May 10, 1729. In this act was inserted a section in which it was declared that "a House for the Representatives of the Freemen of this Province to meet in and sit in General Assembly in the City of Philadelphia, is very much wanted." Therefore it was enacted "that the sum of two thousand pounds of bills of credit made current by this act be delivered by the trustees of the loan office to Thomas Lawrence, Andrew Hamilton, and John Kearsley, who are hereby appointed for building and carrying on the same, who shall give their receipt to the trustees for the said bills," etc.

Andrew Hamilton and William Allen were named as trustees by the Assembly for the use of the province. On Feb. 20, 1736, in an act "for vesting the state house and other public buildings with the lots of land whereon the same are erected in trust for the use of the province," it was recited that Hamilton and Allen had purchased divers lots of land situate on the south side of Chestnut Street, and extending from Fifth to Sixth Streets, 396 feet; and on Fifth Street south 337 feet; thence west 148½ feet; then north 82 feet to a lot of ground reputed to be vacant;

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thence west 99 feet; thence south 82 feet; thence west 148½ feet to the east side of Sixth Street; thence north 337 feet. Thus it appears that the whole of the ground between Chestnut and Walnut was not taken up at that time, and that the sides on Fifth and Sixth Streets extended south farther than the lot extended in the centre portion. It was as if a piece oblong in shape had been cut out neatly from the southern portion of the ground. As Hamilton and Allen made their purchases individually, the act of 1735 was intended to settle the title. It was there directed that Hamilton and Allen should make good and sufficient deed of conveyance of the property to John Kinsey, of Philadelphia, Joseph Kirkbride, Jr., of Bucks, Caleb Cowpland, of Chester, and Thomas Edwards, of Lancaster, "to and for the use of the representatives of the freemen aforesaid which now are and from time to time hereafter shall be duly elected by the freemen aforesaid and to and for such other uses intents and purposes as they the said representatives at any time or times hereafter when in general assembly met shall direct and appoint, *Provided always* and it is hereby declared to be the true intent and meaning of these presents that no part of the said ground lying to the Southard of the State house as it is now built be converted into or made use of for erecting any sort of buildings thereupon *but that the said ground shall be enclosed and remain a public green and walk for ever.*" In an act passed Feb. 7, 1762, it was stated that Allen purchased of Anthony Morris one other lot of ground, adjoining to the original ground, bounded on the south by Walnut Street, eastward by the lot formerly of John Bird, northward with the State-House ground, and west by the lot reputed to be vacant. This lot was 49½ feet on Walnut Street, and 255 feet deep, so that it ran out on the eastern boundary of the west side of the extension down to Walnut Street, but did not extend to Sixth.

Neither Hamilton nor Allen had made the conveyance to Kinsey and the other trustees as ordered in 1735.

An effort was made to discharge this duty on the 16th of September, 1761, by James Hamilton, heir and representative of Andrew Hamilton, and by William Allen, by which they conveyed the property to Norris, Leach, and Fox, who were named to be trustees in the previous act. The Assembly does not appear to have been satisfied with this arrangement. By an act passed Feb. 17, 1762, it was recited that Hamilton, Kinsey, Cowpland, and Kirkbride were dead. The legality of the conveyance might be called into question, and consequently the Assembly, acting as *cestui que trust* and as the sovereign authority as well, enacted that all the estate and interest of Hamilton in his lifetime, and of his heirs after his death, and also of William Allen in the premises, should be settled upon and vested in Isaac Norris, Thomas Lecah, Samuel Rhoads, Joseph Galloway, John Bayn-ton, and Edward Penington, and the survivors and survivor of them, and the heirs and assigns of such survivor freed and acquitted from the former uses, but to be held by Norris and his associates for the same uses and purposes as were directed in the act of 1735. The Assembly excepted out of the grant two lots at the corners of Fifth and Sixth Streets and Chestnut, on which the county court-house and city hall were afterward erected. It was stated that Hamilton had bought these grounds for the use of the city and county, and by the act the municipal and county title was affirmed. The declaration was again made that the ground south of the State-House within the wall of the inclosure should not be used for erecting any sort of buildings thereon, but should *remain a public green and walk forever.* Three months after the passage of the act already noticed, another act was passed "to enable the trustees of the State house to purchase certain lots of ground, the remainder of the square whereon the said house now stands."

An appropriation of five thousand pounds was made for the purchase, and the deeds were ordered to be taken in the names of the trustees, the new acquisition to be added to the State-House grounds. After the seat of the State government was removed from Philadelphia the title to the property remained vested in the commonwealth of Pennsylvania; but the members of the Assembly seem to have so lost pride in the old house that, in 1813, a bill was introduced to sell the property, as a means of doing which with the best pecuniary results the opening of a street through it was projected. Voicing the indignation of the people at such a desecration, the Philadelphia Councils sent a protest to the State Legislature; yet, on March 11, 1816, it did pass an act for the sale of the whole property; but it embraced a proviso that if the corporation of the city of Philadelphia should, within ten days before the 1st of June, the day named for the sale, make a contract with the Governor for the purchase of the State-House buildings, with the clock and grounds, for the sum of seventy thousand dollars, and pay one-third within five days thereafter, the sale should not take place, but that the lot and buildings should be conveyed to the city, excepting the County Court buildings, at Sixth Street, the City Hall, at Fifth Street, the American Philosophical Society's hall, south of it, and the office buildings east and west of the main State-House building, which had been erected in 1812, and they were to be vested in the city and county of Philadelphia. The money realized was to be used by the State for the building of a capitol at Harrisburg. The act again repeated the declaration in former acts that the grounds south of the buildings should *be and remain a public green and walk forever.* Councils raised the funds by loan. A portion of the money was paid immediately, and the balance after some delay. And thus this valuable property became vested in the city. William Allen bought the lots on the south side of Chestnut Street,

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between Fifth and Sixth, Oct. 15, 1730. There was at least one building upon the ground, as it appears that the Assembly occupied such a building before the State-House was ready for use. It is not likely that the latter was begun before the succeeding year.

The building committee was composed of Speaker Hamilton, Dr. John Kearsley, and Thomas Lawrence. Kearsley, although not a professional architect, had gained much local reputation by reason of his plan for the construction of Christ Church, on Second Street. It may have been this achievement which gained him a place upon the building committee. Hamilton was a lawyer, and not expected to be an architect, and Lawrence was a merchant. However, when the committee met to agree upon the plan of the building, Hamilton came with his design, and so did Dr. Kearsley with his. Lawrence seems to have had the casting vote, and he decided in favor of Hamilton's plan. Kearsley was not only disappointed by the rejection of his design, but he was opposed to the building of the State-House on Chestnut Street. In 1732, August 8th, Speaker Hamilton reported to the House that he had provided materials to "carry on the building in the manner as the House now sees it. But for as much as the said John Kearsley had opposed the work, both on account of the place where it is begun to be built and of the manner and form of the building, and had frequently insisted that the House of Representatives had never agreed that it should be erected in that place, Mr. Speaker desired to know the sentiments of the House thereupon; and the said John Kearsley being present as a member, stood up in his place, and having offered to the House his reasons and allegations, which were fully heard, Mr. Speaker moved the House would resolve itself into a Committee of the Whole House, that he might have an opportunity of answering the said John Kearsley." This was done, and the matter was debated between the two architects. On a subsequent day the Assembly ordered that William Allen should be paid for the ground which he had bought for the State-House lot. At that time it was recorded: "Mr. Speaker (Hamilton) then produced a draught of the State House, containing the plan and elevation of that building, which, being viewed and examined by several members, was approved of by the House."[1]

Hamilton, having been vindicated by the action of the House, was now anxious to withdraw from subsequent supervision of the work. He asked to be excused from service, saying, "that the care of conducting the said building had almost entirely rested on himself; that by experience he found the affair was attended with great difficulties and much inconvenience to his own private concerns; that it was necessary that the House should appoint some skillful person to superintend the work, who ought to have an eye constantly upon the management of the whole and have authority sufficient to consider what is proper to be done." The members of the Assembly gave no heed to this request. They knew that they had the proper man in control, and they voted "that Mr. Speaker be the person appointed by this House with the advice of the two gentlemen before nominated to superintend and govern the building of the State House, and that for his trouble therein the House will give him compensation." This vote of confidence was satisfactory, and Mr. Hamilton was encouraged to make a statement to the Assembly in relation to some of his troubles as contractor for the erection of the building. The carpenters were on a sort of strike, and alleged that the "work expected from them was heavy and to be carried on in an extraordinary manner," and they demanded as compensation "thirty shillings per square." The House resolved that it should be given to them. At a later day, Dr. Kearsley, having fortified himself, it may be supposed, with stronger objections than he was able to interpose on the 8th of August, when the matter was unexpectedly broached by Speaker Hamilton, addressed himself again to the subject, his text being "that the form of the building was liable to great exceptions." The House heard him patiently, and then resolved that in the selection of the place "and the manner of conducting the said building" the Speaker had "behaved himself agreeably to the mind and intention of this House." Speaker Hamilton stated, on Jan. 18, 1734, that he was blamed, without cause, for delay in finishing the building; that his own plan, with "one or more" produced by one of gentlemen joined in the said undertaking (Dr. Kearsley), with several other plans and elevations, were produced; that his plan was "agreed upon as the least expensive and the most neat and commodious and had been approved by the then House of Representatives." Notwithstanding his care, attention, and loss of time, "many Persons imagining it might recommend them to the People have made it their Business unjustly to charge the said Andrew Hamilton with being the sole projector of the building and house for the Purposes aforesaid, and of his own Head running the Country to a much greater Charge than was necessary." In disgust at this treatment, Mr. Hamilton asked the Assembly "to discharge him from having any further Concern in carrying on or taking care of the said Building, he being unwilling to bear the unjust Reproaches of malicious Persons for doing what he conceived and is well satisfied is not only necessary, but when finished will be a credit to the whole province." The House postponed consideration of the matter. In fact, no action was taken

[1] John F. Watson, in his "Annals of Philadelphia," vol. i. page 398, shows that he was led astray as to the name of the architect of the State-House. Supposing, no doubt, that the architect of Christ Church was the only man on the committee competent to make a design for the building, he came to the conclusion that Kearsley must have been the architect, and seems to have been ignorant of the plain and decisive entries concerning the matter which appear in the votes of the Assembly.

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in regard to Mr. Hamilton's complaints, and the Assembly adjourned the next day.

The building which was projected by Mr. Hamilton was the centre edifice since known in later years as Independence Hall. It was one hundred feet in width on Chestnut Street by forty-four feet in depth, and the tower was not a part of the plan. The master-carpenters and builders were Edmund Wooley and Ebenezer Tomlinson. John Harrison was the joiner and carver; Thomas Shoemaker, Robert Hind, Thomas Peglar, Joseph Hitchcock, and Thomas Boude were the bricklayers. The brick were made and furnished by Daniel Jones, James Stoops, and Benjamin Fairman. The stone-masons and cellar-diggers were Jonathan Palmer and Thomas Redman; the marble-mason was William Holland; the wood-carver who executed the fine decorative carvings in the hall and apartments was Bryan Wilkinson. Thomas Ellis and Thomas Godfrey, the inventor of the quadrant, were the glaziers, and Gustavus Hesselius, one of the best known and talented artists of his time, who is yet renowned for his portraits in the style of Godfrey Kneller, gave up for a period the finer practice of his art, and condescended with pot and brush to do the painting of the wood-work. The construction went on slowly. As originally designed, it was intended that the State-House building should accommodate the Assembly, the Supreme Court, and the Governor and Provincial Councils. On the 24th of March, 1733, the Assembly ordered, "for the greater security of the public papers of this Province (agreeable to a plan now produced before the House) two offices to be built adjoining the State-House." These were square buildings two stories in height, capped by a hip-roof. They were some distance east and west of the main State-House. There appears to have been no provision for reaching the upper stories of them by a stairway in the interior. The somewhat curious plan was adopted of constructing a covered piazza of three open arches in front, which contained the stairway and also led to the State-House. A front elevation of the latter, engraved in 1798, shows this arrangement.

In January, 1735, it was ordered "that the west end of the State-House be wainscoted of a convenient height on three sides, and that the east end be neatly wainscoted and finished the whole height for the use of the Assembly." This room on the first floor east was afterward known as Independence Room or Hall. The wainscoting at the east end was to be considered as complete, while on the sides it was but partial. It is probable that the Assembly first occupied the State-House at the session commencing October, 1735. The square buildings adjoining and the main State-House were sometimes called Province Hall. The additional buildings were nearly completed in January, 1736. On the 15th of that month John Kinsey made a motion, in which he recited that "the Province hath been at considerable Expense in building the several Offices adjoining to the State-House, which are now almost completed, and were intended as Repositories for such Records and Papers as more immediately concern the Publick, and particularly those of the Trustees of the General Loan Office, the Rolls Office for recording Deeds, and the Register-General's Office." The House took into consideration a proposition that such officers should be compelled to deposit their records and papers in those offices, and give their own attendance there. The committee brought in their draught under the title, "An act to enjoin sundry officers in the county of Philadelphia to give their attendance in the offices adjoining the Province Hall." This proposition was not well received by the officers in question. The register-general, Peter Evans, protested that the papers and records of his office were "as well-secured against Fire, and more effectually guarded against any Embezzlement that may be made by ill-disposed Persons in the place where they now are." The wills and papers of the office were lodged in the various counties, and application to the register-general was seldom made and the profits of the office small. It would be a great inconvenience to him to make him attend on the office on Chestnut Street daily. He therefore proposed, at his own expense, to build "a strong Brick Room near the Market-Place, apart from any other Buildings, arched with Brick, and covered with tile or slate, with such a Door and Window as shall render it secure from Fire and other accidents, and that the Property of said Building shall be vested in the Register-General for the time being forever." Charles Brockden, recorder of deeds, was as unwilling as Evans to remove to the offices. In his protest he said that the site of the proposed office was remote from his habitation and establishment in business, and inconvenient for his daily attendance at certain hours, and if, by the act, the care of the records was taken from him, he presumed that he would not be responsible in case of fire or other accidents. Mr. Brockden also represented that he was suffering upon account of "the Smallness of his Fees, which, as he is informed, are much less than in any other Government in America." The House resolved "that the Security given by the Recorder of Deeds for the due Execution of his Office cannot by Law be extended to Fire or other accidents which may happen without any Default in him or against his Will." The bill was passed by the Assembly on the 31st of January, 1736, but it met with opposition from the Governor, who refused to sign it unless considerable modifications were made for the benefit of the office-holders. The Assembly would not agree, and so the bill fell.

The Philadelphia Library Company in 1739 was granted permission to use the second story of the western office or wing building, "to deposit their books in." The company remained there thirty-four years, and went to Carpenters' Hall in 1773. This

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room, and one in the eastern wing, was occupied during the Revolution for committee-rooms, either by the Assembly or Congress. The lower story was occupied by the secretary of the province from 1739 down to the Revolution. In the attic of the western wing the doorkeeper of the Assembly in colonial times was lodged.

In February, 1736, Edmund Wooley and Ebenezer Tomlinson sent a petition to the Assembly stating that they had almost finished that part of the State-House that they undertook to construct, and, therefore, "praying that the house will direct in what manner the house will complete the same," and claiming payment for some extra work. Upon this it was resolved "that for as much as it will be too great a Change at present to wainscoat the inside of the State House and that wainscoating any Part of it may be totally lost when the Whole come to be compleatly finished the House is therefore of Opinion, and doth order, that the Inside of the said building be finished with good Plaistering, a proper Cornish round the Room next the Cieling and a Surbase below."

At the session commencing in October, 1738, Andrew Hamilton brought in his accounts for the building, which were audited by a committee of the Assembly. It was shown that he had paid out on account of the State-House £4043 16*s.* 11*d.* Thomas Lawrence had received £666 13*s.* 4*d.*, and paid out £399 19*s.* 3*d.* John Kearsley had received £666 13*s.* 4*d.*, and paid out £550. To Hamilton there was allowed £402 3*s.* 9*d.* for commissions and services during five years; to Lawrence, £32; and to Kearsley, £32 10*s.* 4*d.* In June, 1741, a committee, composed of Edward Warner, Mark Watson, and William Hughes, appointed to inquire into the cause of the delay in the completion of the structure, reported that "they had discoursed with the manager of such building, who informed that he had met with several Disappointments by Workmen; that the Carpenters' Work, however, was now finished; that the Sashes were made and the Glass ready to put in, but that the enclosing Wall, not being yet completed, he had thought it better to defer putting them up until that was done lest they should suffer much damage by breaking; that as to the Plaistering, notwithstanding the Pains he had taken for that Purpose, he had not been able to procure a Workman capable of doing it as in his Opinion it ought to be done, tho' he had no Hopes of getting such a One by next Spring; but if the House would be content with such Work as is commonly done here he would have it speedily performed, and like wise would have the lower Rooms immediately glased, if the House think fit to direct it; in which Case he will cause the Enclosure to be finished in such a Manner as may for the present tend to preserve the Glass; and that he would cause that Part of the Wall that is ill done to be amended." Some members were dissatisfied with the manner in which the work had been going on. A motion was put "that the building be no longer continued under the present direction, but that some other person or persons be appointed to manage and carry on the same." This was lost. But on the same day the committee brought in their report in writing, as follows:

"We think it necessary, that the Assembly-room of the State house should be plaistered, glaized, and finished, all but the Cieling and upper Work, by the next Meeting of the Assembly. And the Cieling and upper Work to be finished as soon as a Workman can be got.

"A boarded Fence, from each Office to each Wall, as high as the Wall, and Doors fitted in the Wall adjoining the Offices, to inclose the whole.

"Part of the Brick Wall ought to be taken down, and new built, the North End of each Wall turned round, or carried upright, to prevent Children getting over.

"The Earth being high, and the Wall low on the South Side of the Back Wall, the Earth should be taken away, to prevent getting over.

"Considering Stone is so hard to be come at in covering the Wall, Brick will have many Joints where the Water will get in, and perish the Wall, we are of Opinion, that to put a Cornish on each side of the Wall to carry the Water a small Distance off, and cover it with Shingle, will be sufficient for many Years, and not very Chargeable.

"That the Manager of the Building lay the Accounts relating to it before the Committee of Accounts.

"That the Whole Building, with all its Parts, should be finished without Delay, that it may be ready for the Use intended.

"Edward Warner
"Mark Watson
"William Hughes."

This was agreed to, and a copy of the report ordered to be sent to Mr. Hamilton for his observance. But fate ordained that he should be unable to pay much attention. He died in less than two months, Aug. 4, 1741. He must have left his papers in excellent condition, as in two weeks after his death his executors exhibited to the Assembly his accounts as superintendent of the building.

At this time there was a proposal in relation to carved work, and shortly after John Harrison, carpenter, who had done the inside work, sent a petition requesting that it might be inspected, and an allowance in compensation be made. Shortly afterward Thomas Leach, Isaac Norris, and Edward Warner were appointed superintendents to finish the building, with recommendation that they expedite such portions as had already been recommended to Superintendent Hamilton.

A plan for finishing the court-room, the west room, first story, and the piazzas between the offices and the court-room was laid before the House, and approved of in 1743. It is probable that the State-House building was finished in 1744, as toward the close of that year Edmund Wooley's bill was presented to the House.

It was then without tower or steeple. It was oblong, and it has been somewhat of a puzzle how ascent was made to the upper story. It might have been by galleries accessible from the piazzas, the steps of which led to the office buildings east and west, or it might have been by stairways running right in from the main hall of entrance. The front of the building presented much the same appearance as it does in 1884, except that the doorway, which was perfectly plain in its frame-work and in the same style with the windows, has been replaced by the pres-

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ent doorway, which was substituted after the beginning of the present century by certain officers, who made some alterations. The brick basement course, in which the cellar-windows opened, was crowned by a coping of soapstone, which ran horizontally to the edge of the sham windows on each side nearest the door. Then the ridge dropped to the parallel of the upper step, which it joined, running east and west for that purpose. An example of this ridge can be seen in the rear of the State-House now, but it does not appear in the front, having been changed, probably, when the doorway was altered. A heavy balustrade rose upon the central portion of the roof, and connecting the three stacks of flues or chimneys.

When finished, the State-House was occupied in the lower east room by the Assembly, and in the lower west room by the Supreme Court of the province. The accommodation of the Governor and his council was also intended when it was projected, but it was not until 1747 that the Council-chamber, the western room on the second floor, was finished.

It is not possible to trace entirely the location of the offices of the provincial government previous to that year. While Penn, on his first arrival, was living in Fairman's house, at Shackamaxon, the public business connected with the executive branch of the government must have been transacted there. When he took possession of the cottage (afterward known as Letitia's) on the lot running from Front to Second, south of High Street, there can be little doubt that the public concerns were also attended to by himself and his council in that house. On his return to England, in 1683, he directed his steward, James Harrison, to allow his cousin, William Markham, to live in the Letitia house, and that Thomas Lloyd, the Deputy Governor, should have the use of his periwigs, "and any wines and beers that may be there for the use of strangers." This seems to refer to the visits of strangers to the Deputy Governor on public business, and justifies the belief that the seat of the proprietary government was at the Letitia house.

After Penn's return to the province he conducted its affairs at his successive residences in the Shippen mansion and the "slate-roof house," where his secretary, James Logan, also lived. Logan was given permission to live in the "slate-roof house" until the year was up, in January, 1702. The building was then the State-House of the province, at least as far as regarded the executive officers. In May, 1702, Logan wrote to Penn, "I am forced to keep this house still, there being no accommodation to be had elsewhere for public business. Jacob Taylor (the office must pay for him) likewise tables here and holds it in thy closet that was, the books, etc. being removed to the next room just above it." Logan left the "slate-roof house" when Governor John Evans came to Pennsylvania in February, 1704, and then Evans, James Logan, and Judge Mompesson, and William Penn, Jr., went to Clark's Hall, southwest corner of Third and Chestnut Streets. The offices of State were probably established in that building during the term of Evans. The early minutes of the the Council generally state that they were held at Philadelphia or in "ye Council room." On the 11th of the Fourth month (June), 1685, the Council is stated in the beginning of the minutes to be held in the Council-room at Philadelphia, Thomas Holmes being the president, and William Markham secretary. Subsequent minutes are generally particular in noting the same fact up to the commencement of the term of Governor Fletcher, in 1693. In May, 1689, the Council was held "in ye council room," Governor Gen. John Blackwell being present, but in January, 1689, it was held "at the Governors lodging at Phila." and there are several subsequent entries of that kind. During the succeeding, in January, 1690, the Council was again held "in ye Council room," and in after-years the general entry was that they were held at Philadelphia.

The Council took possession of the Council-chamber in the State-House when Anthony Palmer was president, some time in the summer of 1747. This room and the upper story were occupied by the Governor and Council up to the Revolution, and no doubt by the Council of Safety and the Supreme Executive Council, and the Governors of the State afterward, and until the seat of government was removed to Lancaster. The whole of the second story was occupied most probably before the Revolution by the officers of the provincial government. A division ran through the centre east and west. The Governor's room was in the southwest corner, and the officers of the Council and the proprietaries seem to have been located in the southeast. The long apartment on the Chestnut Street front was often appropriated to social purposes, and on such occasions was called the "banqueting hall."

On the 30th of September, 1736, William Allen, mayor of the city, made a feast for the citizens at the State-House, to which all the strangers in town of note were also invited. Franklin's *Pennsylvania Gazette* contains an enthusiastic notice of "the delicacies of the viands, the variety and excellency of the wines, the great number of guests, and yet the easiness and order with which the whole was conducted," so that it was "the most grand and the most elegant entertainment that has been made in these parts of America." This must have been given in a down-stairs room, and not in the up-stairs apartment, afterward called the "long room" or the "banqueting room," because it is apparent that at this time the upper stories were unfinished. On the 9th of November, 1752, Lieutenant-Governor James Hamilton celebrated the anniversary of the birthday of King George II. by an entertainment at Bush Hill, where the royal healths were drank, in honor of which there was a discharge of cannon from the Association

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Battery and from the ships in the Delaware. In the evening there was a grand ball at the State-House, with a hundred ladies present, and a larger number of gentlemen. The dancing must have either taken place in the Assembly-room, or the room occupied by the Supreme Court. The supper was given in the long gallery, and "everything conducted with the greatest decorum." Governor Robert Hunter Morris gave a supper and ball there in 1754. Governor William Denny was honored by a dinner in the same apartment in 1756. The Earl of Loudon, commander of the British forces in America, was feasted in the long room by the city corporation in the ensuing year. John Penn was dined there by the city in 1763, and Richard Penn in 1771 and 1773. In the rejoicings which followed the news of the repeal of the Stamp Act, on the 21st of May, 1766, the "principal inhabitants" gave an entertainment at the State-House, to which were invited the Governor and officers of the government, the military, and Capt. Hawker, of his Majesty's ship "Sardoine," which had convoyed the stamp ship into port a few months previously. Three hundred plates were laid, and a contemporary chronicler says that "the whole was conducted with the greatest elegance and decorum, so that detraction itself must be silent on the occasion." In September, 1774, when the Continental Congress met at Carpenters' Hall, its members were the guests of the gentlemen of Philadelphia at a dinner in the State-House, and this is believed to have been the last occasion on which public social festivities took place there, although there were private occasions afterward when the building was used for banquets.

The General Assembly of the province met in the east room on the lower floor, and it was there that the constant controversies between the members and the Governers were fought out. The sturdy Quaker majority held their own against the proprietary demands, and important political questions were settled there. This apartment was occupied from October, 1736, to May 13, 1775, upon all occasions of regular or called sessions. During the three latter days of this period it is probable that the chamber was occupied during a portion of the time by the Assembly and at other times by the Continental Congress. The Congress sat there until driven out by the British, on Sept. 18, 1777. It came back July 2, 1778, and in the east room received on August 6th of that year, M. Conrad Alexander Gerard, minister of France. On the 9th of July, 1778, "the Articles of Confederation and Perpetual Union between the Independent States of America" were signed in that chamber by the delegates of eight States, but upon conditions not to be binding until ratified by the thirteen States.[1]

Congress continued in the east chamber until June 21, 1783, when, because some soldiers of the Pennsylvania line were a little uproarious in front of the State-House in demanding that the Supreme Executive Council of the State (not Congress) should requite their claims, the Confederate delegates took upon themselves an unnecessary panic, and adjourned in great haste to Princeton, where they met on the 30th of June. It was impossible to coax them back for some years, and when they did come they did not sit in the Assembly-room.

PRESIDENTS OF CONGRESS IN PHILADELPHIA.

SESSION AT CARPENTERS' HALL.

Sept. 3, 1774.—Peyton Randolph, of Virginia.

SESSIONS AT THE STATE-HOUSE.

May 24, 1775.—John Hancock, of Massachusetts, session at the State-House until Congress adjourned, Sept. 18, 1777, to Lancaster.

SESSION AT LANCASTER.

Nov. 1, 1777.—Henry Laurens, of South Carolina.

SESSIONS AT STATE-HOUSE, PHILADELPHIA.

Dec. 10, 1778.—John Jay, of New York.
Sept. 28, 1779.—Samuel Huntingdon, of Connecticut.
July 10, 1781.—Thomas McKean, of Delaware.
Nov. 5, 1781.—John Hanson, of Maryland.
Nov. 4, 1782.—Elias Boudinot, of New Jersey.
Congress adjourned to Princeton June, 1783.

To what use the east room was put for a few years is not now known, but there, May 14, 1787, assembled the members of the convention appointed by the various States to frame and agree upon a Constitution for the United States. Of that august body George Washington was president, and Maj. William Jackson was secretary. This convention was in session until September 17th, when, having perfected their work, the members adjourned. They were succeeded shortly after, in the month of October, by a conference of delegates from the congregations and churches in the United States which before the Revolution had been in connection with the Church of England. This convention consulted upon the means best adapted to secure independence of Great Britain, while at the same time the religious service and creed of the Church of England should be disturbed as little as possible. The result was that after a session of eight days the labors of the delegates resulted in the foundation of the Protestant Episcopal Church of the United States of North America. In the same year, November 24th, the convention of the State of Pennsylvania to frame a new constitution met in the east chamber, perfected its work, and occupied the room, with the exception of vacation, until Sept. 2, 1790. During this time this convention passed a resolution to ratify the new Federal Constitution of the United States. Under the State Constitution of 1790 there was a very material change in the legis-

[1] The eight States were New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, Vermont, and South Carolina. The delegates from Pennsylvania who entered into this treaty were Robert Morris, Daniel Roberdeau, Jonathan Bayard Smith, William Clingan, and Joseph Reed. During the course of the year the articles were ratified by North Carolina, July 21st; Georgia, July 24th; New Jersey, November 26th; Delaware, May 5, 1779; Maryland, March 1, 1781.

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lative system. The General Assembly of Pennsylvania had up to that time been a single body. There was now constituted an additional department, and the two were denominated the Senate and the House of Representatives of the State of Pennsylvania, the term General Assembly being enlarged so as to include both. This change led to new arrangements. The Senate was to be accommodated as well as the House. They took possession of the first floor, and occupied the east and west chambers. The Senate occupied the eastern room, and the House remained in the old quarters of the Assembly on the west. A writer who had visited the Assembly at this period relates his recollections in later years:

"The Senate of Pennsylvania held their deliberations in an upper chamber of the State-House, Anthony Morris, Speaker, in the chair, facing the north. His personal appearance from the chair was that of an amiable, contemplative, placid-looking gentleman, dressed fashionably plain, in a suit of mixed or drab cloth; fair complexion and light flaxen hair, slightly powdered, his imperturbable serenity of countenance seemingly illuminated by a brilliant pair of silver-mounted spectacles.

"The Representatives' chamber was in the east wing down-stairs, designated since the arrival of Lafayette as 'Independence Hall,' George Latimer in the chair, facing the west. When seated in the chair, and the table before him, he seemed admirably adapted to the station he so honorably filled, and which he had the honor to fill, by his well-formed manly person, from his bust upward, and being of the proper height and bulk, his neck supporting a head and physiognomy of the first order, even such a one as is given by Milton to our first parent in these words,—

"His fair large front, an eye sublime, declared
Absolute rule."

"Nevertheless, being judged by his political opponents, all spake of him as being possessed in a high degree of that admirable quality of 'softness in the manner but firmness in the purpose,' which he exhibited one day with great effect. A new member, fresh from his constituents, and highly charged with the political fluid of the day, attempted to introduce personality into the debate. He was on the instant stopped by Mr. Speaker, and cautioned by him very gently to beware, as it would in no case be permitted. The member, notwithstanding, in a short time afterward intimated something like a repetition of his purpose, on which Mr. Speaker raised himself upon his feet, and addressed to him certain words of powerful import in a low but *firm* tone of voice, which caused the offending member to shrink within himself, as a touched terrapin within the shell, Mr. Speaker the mean while deliberately preparing with finger and thumb to regale himself from his open snuff-box with a cool pinch of snuff.

"On the floor of the House and from the lobby the first object which arrested the attention of the spectator was the venerable appearance of old Mr. Hiltzheimer, from South Seventh Street, he being always among the first in his place, and looking towards the door with the most profound gravity through a pair of full-moon spectacle-glasses, or else reading and filing away the daily printed journal which had been just handed him, damp from the press.

"The largest man in the House, and probably in the State at the time, was the member from Berks County, Mr. Coolbaugh, a gentleman of high respectability, and very popular among his constituents, though sometimes designated in the city as the 'Dutch giant.' But among them all, as the leading master-spirit or 'Prosperu' of the Assembly, and the most memorable State politician of the day, was the far-famed (within the boundaries of the State) Dr. Michael Leib. He was always remarkable in the House for his erect position of crest, his fashionable, gentlemanly dress and address, his handsome face and ruddy complexion, and his piercing, brilliant black eyes, sparkling with intelligence and quickness of thought. He used to be seen continually in motion somewhere, either conversing with animated gestures among other members surrounding the fireplace, addressing himself to the chair in most energetic speech, exhibiting therein thoughts which glowed and words which burned in the cause of 'the People,' as he at all times constantly averred in those days."

By this time the inhabitants of the interior of the State had become dissatisfied with the continuance of the capital at Philadelphia. Persons who were interested in the public business with the legislative or executive departments were compelled to travel great distances from the western boundary to the eastern, at Philadelphia. Therefore, in March, 1787, it was resolved that a State-House should be erected for the accommodation of the executive and General Assembly, at Harrisburg, in Dauphin County. No active measures were taken to effect the removal immediately, but to expedite the measure the Legislature resolved, by an act passed in April, 1799, that temporary removal of the seat of government should be made to Lancaster, and that after the first Tuesday in November of the same year the functions of the State government should be exercised there. The Assembly adjourned on the 11th of April of that year, and thus, after a hundred and seventeen years, during which the State capital was at Philadelphia, that connection with the city and its people ceased.

In the latter part of 1799 the Grand Lodge of Masons of Pennsylvania presented a petition to Governor Thomas Mifflin for permission to hold its meetings in one of the rooms of the State-House. The Governor granted the use the room formerly occupied by the secretary of the Senate of Pennsylvania, in the second story of the western part of the building, probably in that which was formerly known as the Council-room. The lodge removed from the State-House in 1802, when Peale's Museum was established.

This departure of the legislative and executive offices of the government of the commonwealth from Philadelphia left the State-House building vacant for a time, and there was much inquiry as to what should be done with it. Charles Wilson Peale, whose museum had grown too large for the quarters it occupied, offered to become the tenant.

The American Philosophical Society by memorial, and the Select and Common Councils of the city by resolution, recommended the plan of Peale to the attention of the Assembly. A committee to which the subject had been referred reported in favor of selling the State-House, with a lot of sufficient size adjoining, for the use of the building, and that the balance of the State-House yard should be divided into convenient lots. But there was a better spirit among the members. They rejected the proposition to sell the property, and, instead of that sacrifice, passed the act of March 17, 1802, granting to Peale the use of the lower story of the eastern end and the whole of the upper floor, with the proviso that the citizens, as usual, should hold their elections there (presumably at the windows of the east room), and that Peale would take care of the State-House yard, and "open the doors in the hall and permit citizens to walk in the yard for recreation, and to pass and repass at reasonable hours as heretofore." The second story was divided into four rooms. The "long room"

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was upon the north, fronting Chestnut Street, and extended from the east to the west end of the main building, and half-way toward the south end. It took up, in fact, the front half of the building. The southern half was divided into three apartments. The "mammoth-room" extended from the east wall to a parallel with the east wall of the tower. The "lecture-room" was small, and occupied a space about the width of the tower. The stairway leading to the upper tower of the steeple was on the east side. The "quadruped-room" extended from the lecture-room to the west wall. The stairway to the tower also led to the "marine-room," which was in the attic. In the long room were over a thousand specimens of birds and four thousand insects, with minerals and portraits. The mammoth-room contained the skeleton of the remarkable antediluvian monster, the bones of which were first discovered in a marl-pit in Ulster County, N. Y., by Mr. Peale in 1801. The lecture-room was used for lectures, when delivered, but also contained curiosities. In the quadruped-room were stuffed specimens of some two hundred animals, large and small. In the marine-room were bodies of large fish, alligators, serpents, and reptiles. In the yard were placed in cages a few living animals which could stand existence in the open air in summer and winter. A splendid eagle was in a cage, on the front of which was inscribed, "Feed me well; I live one hundred years."

This very small zoological garden was of unfailing interest to the boys of the city and to the country people, when they came as visitors. Besides the rooms in the State-House proper, Mr. Peale threw a floor over the stairway in the main hall or tower, in which he prepared subjects, deposited duplicates, and kept his library of natural history. After the city of Philadelphia became owners of the State-House, Mr. Peale was notified to remove this floor, as it was a disfigurement of the fine proportions of the stairway and tower, but he made objection, and succeeded in baffling the opposition. The museum remained in the State-House until the Arcade building, Chestnut Street, north side, between Sixth and Seventh, was finished, in 1828–29.[1]

Up to the time when the State sold the State-House property to the city Mr. Peale had paid no rent. In 1811, before that transfer was made, he proposed that he should be allowed, for the accommodation of the museum, the use of the second stories in the wings about to be constructed. As soon as the city bought the property, in 1816, it was resolved that Mr. Peale should pay rent. He began at a rate of four hundred dollars per annum. In 1818 Councils resolved that he should pay twelve hundred dollars rent, and leave the two lower rooms vacant. The latter were rented to the county commissioners for the use of the County Courts for twenty-four hundred dollars. In 1821, Peale's rent was reduced to six hundred dollars, and in the same year the Legislature incorporated the Philadelphia Museum Company, composed of Raphael, Rembrandt, and Rubens Peale, sons of C. W. Peale, Coleman Sellers, a son-in-law, and Pierce Butler. They purchased the interest of the elder Peale, and the capital of the company was fixed at five hundred shares at two hundred dollars each, the stockholders to be personally responsible.

After the evacuation by Peale of the lower stories, the east room became occasionally an exhibition-room. The first employment of the apartment for that purpose was in November, 1824, when Trumbull's picture of "Washington Resigning to Congress his Commission" was exhibited there. The reason for its admission was that this being a representation of a great historical event, the hall dedicated to patriotic memories was the proper place for the display. Subsequently other pictures were exhibited, in favor of which no patriotic pretence could be presented.

Probably the last occasion on which Independence Hall was used for show purposes was when a picture called "The American Flag Unveiled in Mexico for the Protection of Joel R. Poinsett" (formerly minister to Mexico) was exhibited. Councils resolved that after that making a show-room out of the Independence chamber was not beneficial to the character of a great city.

In "the picture of Philadelphia in 1824" is a plan of the State-House and adjoining buildings, including the court-house. Proceeding westward from the passage-way leading to the yard adjoining the City Hall, the offices and rooms upon the first floor of the east wing were occupied by the clerk of the Mayor's Court and recorder of deeds. Then the hall or passage-way leading through to the yard and to the stairway to the second story. On the west side of the passage-way were the register of wills and rooms of the Supreme Court. Next was the east room, second story, denominated on the plan "Court-Room," but without regular tenants.

The centre hallway leading to the tower was denominated "entrance to the museum," etc. The west room was occupied by the Mayor's Court; the adjoining office in the west wing was held by the prothonotary of the Court of Common Pleas; next was the sheriff's office; then the west hallway to the yard and stairs to the second story; then clerk of Orphans' Court and clerk of Quarter Sessions.

The second story of the east office wing was divided east of the hallway by a partition running parallel with Chestnut Street. The front room was occupied by the guardians of the poor, and the back room, looking out upon the yard, by the grand jury. West of the hallway the space was cut by a partition run-

[1] When Mr. Peale first opened the museum he kept the collection open on Sunday, and placed at the front door a placard, upon which was the following inscription: "Here the wonderful works of the Divinity may be contemplated with pleasure and advantage. Let no one enter to-day with any other view." This attempt at an exhibition on Sunday brought forth opposition and articles in the newspapers in regard to Sabbath desecration, which were replied to by Mr. Peale defending his course. How long the museum was open on Sundays is not known.

ning north and south, with an entry leading to the stairway. A small room front of this entry, looking upon Chestnut, was the "black witness-room," and immediately opposite was the "white witness-room." The westernmost room of this second story, reached by the short entry, was occupied by the prothonotary of the District Court. The second story of the western side was planned in the same manner as the east wing. The clerk of the United States Court occupied the eastern apartment. The United States marshal held the two offices front and back, corresponing to the witness-rooms in the east wing. The western half of the second story was divided by east and west partitions. The county commissioners occupied the southern room, and the auditors that at the north.

After the Legislature and Governor had removed to Lancaster and Harrisburg, the Supreme Court for the Eastern District, which had been held up-stairs, sought more comfortable quarters. The judges descended to the east room, and remained there, it is supposed, until after the State-House building was sold to the city, and probably until 1818. After that time there was no public use of the east room until about the time when the second visit of Lafayette to America was expected, in 1824. In that year, Councils having resolved to honor Lafayette as the guest of the city, it was determined to receive him in the east chamber, a design considered the more appropriate because of the Revolutionary history of the apartment.

Previously certain officers having charge over the State-House had changed very materially the appearance of the apartment. The old wainscot and panel-work had been torn out, the curious chandelier of glass with its pendants had been taken down and conveyed to an upper story, and the interior had been modernized. The walls were painted in stone-color, and the windows hung with curtains of red and blue studded with stars. A statue of Washington, carved in wood by Rush, stood near the east centre, and on either side of it were hung portraits of Washington and of Penn, Franklin, Morris, Hopkinson, Green, Wayne, Montgomery, Hamilton, Gates, Rochambeau, Carroll, and McKean. Lafayette was received at the Chestnut Street entrance, passing under an archway designed by William Strickland and decorated with paintings, mottoes, and two carved figures emblematic of justice and wisdom, that were executed by Rush. The City Councils met Lafayette at this entrance, and accompanied him to the east room, where Mayor Watson delivered the address of welcome, to which he made an appropriate reply. In 1833 an effort was made to restore this room to its original appearance. Much of the panel-work was found and restored, and missing pieces were replaced by substitutions in the same style. The old chandelier having been restored, the room was very much as it was in 1776, the principal lacking feature being the gallery that had partially filled the eastern end. Portraits of eminent Philadelphians were hung up, and in 1854 a portion of the Peale collection was added. The City Councils having devoted the room to public purposes, a large number of the guests of the municipality were received there, among them Presidents Jackson, Van Buren, Harrison, Polk, Taylor, Pierce, Lincoln, and Grant, the Prince de Joinville, and Louis Kossuth. The remains of John Quincy Adams, Henry Clay, and Abraham Lincoln, and those of many officers killed during the civil war lay in state in the east room.

The west chamber of the first floor was ordered to be finished in 1743, but might have been in use before that year by the Supreme Court of the province. It may be assumed, without positive knowledge, that the Courts of Admiralty under the crown held their sessions at the court-house at Market and Second Streets, after that building was finished, and at the State-House after the Supreme Court of Pennsylvania was assigned the use of the west room. This would be likely from the known interests of the colonial Governors and Assembly to keep on good terms with the crown and officers of the English government. Yet it must be stated that there are no means of proving anything upon the subject. Knowledge is meagre in relation to the manner in which the admiralty jurisdiction under the crown was exercised. Casual references in letters, or allusions in the colonial records, to persons as officers of the admiralty are about all that can be found in relation to this subject. The titles to the jurisdiction of the officers were changing. William Penn and the Council exercised admiralty jurisdiction in Pennsylvania and the lower counties on the Delaware for ten years after the settlement, and until 1693. Several cases are found upon the Council minutes, as for instance, the petition of the mariners belonging to the "Friends' Adventure," March, 1693; the "Levee," of Liverpool, September, 1683; the "Mary," of Southampton, November, 1683; the "Harp," of London, and others. Governor Benjamin Fletcher, of New York, upon his assuming authority in Pennsylvania in 1692, announced himself as vice-admiral, and appointed in the succeeding year William Markham to be his surrogate, with the power of vice-admiral. In 1697, Col. Robert Quarry was in Philadelphia, and claimed to be judge of the admiralty for Pennsylvania and West Jersey. Some of the judges are called commissaries. Col. Seymour, Governor of Maryland, is said to have been vice-admiral of Maryland, Pennsylvania, and West Jersey in 1704, and John Moore was deputy judge at Philadelphia in the same year. Jared Ingersoll, in 1771, was described to be judge of admiralty in appeal for Pennsylvania, New Jersey, Maryland, and Virginia. Ingersoll seems to have been a superior officer. There are references to show that Edward Shippen, Jr., who was appointed commissary or deputy judge in 1751, was acting in Philadelphia in 1773, although Ingersoll was still in commission.

As soon as resistance to the claims of Great Britain became a settled policy in Pennsylvania, the authority of the admiralty under the laws of Great Britain was superseded. The Continental Congress recommended the Assemblies of the various colonies to create Courts of Admiralty. An act of Assembly for this purpose was passed in the early part of 1776, and George Ross, of Lancaster, was commissioned judge on the 6th of April by the Assembly. This court was in existence until superseded by the District Court of the United States, holding admiralty power in 1790.

July 15, 1776, the convention to form a constitution for the State of Pennsylvania assembled in this room, and remained there until September 28th, when the frame of the constitution was finished. What became of the Assembly after the members were driven out of the east chamber is not exactly known. In 1778 it was sitting in the eastern room of the second story, possibly in the banqueting-room. About 1780 the Legislature came down-stairs and occupied the west room of the first story. In 1811, the District Court for the City and County of Philadelphia occupied this chamber. In 1821 the Mayor's Court became tenant of the apartment. When that tribunal was superseded by the Court of Criminal Sessions, established March 19, 1838, Judges Bouvier, Conrad, and Todd established themselves in the Mayor's court-room. They were driven out by the act of Feb. 25, 1840, which abolished the Court of Criminal Sessions and established the Court of General Sessions. In less than two years Judges Barton, Conrad, and Doran were themselves *functus officio* by act of Feb. 3, 1843. The west room was vacant for a short time, but the necessities of justice requiring more court-rooms than had previously been in use, the General Sessions room was fitted up to accommodate the Court of Common Pleas, while the old Common Pleas court-room, in Sixth Street below Chestnut, was given up entirely to the Quarter Sessions. In 1875, principally through the exertions of Francis M. Etting, Councils resolved to appropriate the west room as a national museum and place of deposit for relics connected with the history of the Province and State of Pennsylvania, and of the United States. Eventually the whole building may come to some such use as a proper sequence of its evacuation and the use of the City Hall at Broad and Market Streets by Councils.

After Peale's Museum was removed from the State-House the United States government rented the second story for judicial purposes. The long room was obliterated, and the western portion of the second floor was thrown into one room for the use of the United States Circuit and District Court. The judge's bench was placed in front of an alcove, upon the wall of which was erected an elegant marble tablet, prepared by the bar of Philadelphia, in memory of Justice Bushrod Washington. A canopy, supported by Corinthian pillars, arose from the bench and projected out into the room. The United States district attorney and clerk occupied a railed-off space in front of the bench. The wood-work was handsomely painted, the bench and its portico in pure white, and at the time this was the handsomest court-room in the city. East of the United States court-room the second story was divided by a partition, leading east and west, into two rooms. The northern apartment, with the remaining portion of the old long room, was used as a jury-room for the United States Court. The southern apartment was given up to the use of the clerk of the District and Circuit Court. Francis Hopkinson held both of these offices for some years. In November, 1846, George Plitt was appointed clerk of the Circuit Court, Mr. Hopkinson remaining as clerk of the District Court, but being superseded therein, March 9, 1847, by Thomas L. Kane. During this period the clerk of the District Court occupied the southern office, and the clerk of the Circuit Court that on the north. In 1854, upon the consolidation of the city and districts, it was decided by Councils that increased accommodation for the legislative branch of the municipal government was required. The United States courts were given notice to remove from the second story of the State-House building, and the court-room required but little alteration to make it suitable for the use of Common Council. On the east the partition between the rooms of the court clerks was demolished and a single chamber was fitted up for Select Council. Access from one chamber to the other is by a passage-way railed off on the northern side. A small room between them has been sometimes used for committee purposes.

The State-House has been singularly fortunate in escaping injury by fire. It was especially threatened on the occasions when the City Hall and the court-house were partially destroyed. There have also been serious fires in the neighborhood on the north side of Chestnut Street between Fifth and Sixth, but good fortune preserved that old building. Its narrowest escape was March 24, 1824, when the Mayor's court-room was entered by three incendiaries, Dennis McCarthy, Thomas Cole, and John Carr. They piled chairs, books, and combustibles in the southeast corner, set fire to them, and escaped through the window. The flames were soon discovered, and were extinguished before they had gained much headway. One of the intentions of the incendiaries was the murder of Mayor Wharton, in whose court they had been previously convicted on a criminal charge. For the second crime they were arrested, and the prosecuting attorney, Thomas M. Pettit, presented an indictment against them for conspiracy to burn the State-House and to burn the dwelling of Charles Wilson Peale, and also for conspiracy to kill the mayor. They were convicted on all the counts, and were sentenced to twelve years' imprisonment each.

In 1749 measures were taken to erect the tower on the south side of the main hall. The superintendents were ordered to proceed as soon as they conven-

iently might, and the tower was to contain "the staircase with a suitable place therein for hanging a bell." At the sessions of 1750–51, the House passed a resolution directing "that the superintendents provide a bell of such weight and dimensions as they shall think suitable." Isaac Norris, Thomas Leech, and Edward Warner accordingly, a few months afterward, prepared the following letter, which is interesting in showing the commencement of proceedings which resulted in the casting of what was afterward known as "the liberty bell:"

"*To Robert Charles, of London, Nov.* 1, 1751.

"Respected Friend,—The Assembly having ordered us (the superintendents of the State-House) to procure a bell from England, to be purchased for their use, we take the liberty to apply ourselves to thee to get us a good bell of about two thousand pounds weight, the cost of which we presume may amount to about one hundred pounds sterling, or perhaps with the charges, etc.

"We hope and rely on thy care and assistance in this affair, and that thou wilt procure and forward it by the first opportunity, as our workmen inform us it will be less trouble to hang the bell before their scaffolds are struck from the building where we intend to place it, which will not be done until the end of next summer or beginning of the fall. Let the bell be cast by the best workmen, and examine carefully before it is shipped with the following words, well shaped, in large letters around it, viz.:

"'By order of the Assembly of the Province of Pennsy. for the State-House in the city of Phila., 1752.'

"And underneath,—

"'Proclaim Liberty through all the land unto all the inhabitants thereof.'—Levit. xxv. 10.

"As we have experienced thy readyness to serve this Province on all occasions, we desire it may be our excuse for this additional trouble from thy assured friends.

"Isaac Norris,
"Thomas Leech,
"Edward Warner."

The bell was brought by Capt. Budden, and was put on shore about the end of August. It was supposed to be of the best quality, but when hung up and being tried for the sound "it was cracked by a stroke of the clapper, without any other violence." Very much disappointed, the superintendents determined to ship the bell back to England to be recast. But Capt. Budden had a large cargo, and had no room for the bell. In this emergency, —— Pass, a native of the Isle of Malta, and Stow, a son of Charles Stow, undertook to recast the bell from the old material. The mould was opened March 10, 1753, and one of the trustees, writing to Europe, said, "The mould was finished in a very masterly manner, and the letters, I am told, are better than the old ones. When we broke up the old metal our judges here generally agreed that it was too high and brittle, and cast several little bells out of it to try the sound and strength, and fixed upon a mixture of an ounce and a half of copper to one pound of the old bell, and in this proportion we now have it." But it turned out that the sound was not satisfactory. There was too much copper in the bell, and Pass and Stow made another trial. The third bell was considered satisfactory, but Isaac Norris did not like it, as he confessed in a letter some months afterward, and even then made some mention of a determination to have another bell cast in England.

The following notice shows that the third bell was put in place:

"June 7th, 1753.—Last week was raised and fixed in the State-House steeple the new great bell cast here by Pass and Stow, weighing 2080 pounds, with this motto: 'Proclaim Liberty to all the land and all the inhabitants thereof.'"[1]

The original bell was cast at Whitechapel, probably by Lister. It cost one hundred and ninety-eight pounds. Pass and Stow, for recasting it, received, in September, 1753, £60 13*s.* 5*d.* They had the benefit of the old material, and added but little. On the 8th of July, 1776, it is probable that this bell was rung, as the public reading of the Declaration of Independence took place in the State-House yard on that day, and there were general rejoicings. This has been generally assumed as an event that ought to have happened to make the inscription on the bell prophetic. John Adams, in writing to Samuel Chase on July 9th, said, "The bells rang all day and almost all night." On the 15th of September, 1778, by order of the Executive Council, the bells of Christ Church and St. Peter's, as well as the State-House, were ordered to be taken down and removed to a place of safety. This action was taken, it is said, because at that time the bells in a captured town belonged to the conquering troops, and were available as spoil of war for the casting of cannon. These bells, eleven in all, were removed to Allentown, Pa., by the way of Bethlehem, in the streets of which the wagon bearing the State-House bell broke down, and had to be unloaded. After the evacuation of the city by the British army they were brought back, and the State-House bell was placed in its old position in the latter part of 1778.

The dimensions of the tower of the State-House were thirty-four by thirty-two feet. The stairways to the upper stories found spacious accommodation there. The trustees for building the State-House were not instructed further than to erect a tower, but they took the responsibility of adding to it a steeple. This was rendered the more easy by a direction that a

[1] The following bill, curious in its particulars, gives an account of the cost of "raising" the first bell. Whether there was another festival when the second bell was put up is not known:

"Phila., April 17, 1753.

"The Province.

"To Edmund Wooley, *debtor*, for sundries advanced for raising the bell-frame and putting up the bell:

	£	s.	d.	£	s.	d.
a peck potatoes	0	2	9			
14 lb. beef @ 4d.	0	4	8			
4 gammons, 38 lb., @ 6d.	0	19	0	1	6	5
Mustard, pepper, salt, butter	0	2	0			
A cheese, 13 lb., at 6d.	0	6	6			
Beef, 30 lb., @ 4d.	0	10	0			
A peck potatoes	0	2	7	0	19	1
300 limes	0	14	0			
3 gallons of rum of John Jones	0	14	0	1	8	0
36 loaves of bread of Lacey ye baker	0	9	0			
Cooking and wood	0	8	0			
Earthen ware and candles of Duchee	0	3	4	0	11	9
A barrel of beer of Anthony Morris	0	10	0			
				5	13	10

"errors excepted. "Ed. Wooley."

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new room should be added to the tower for use of committees and "for our books."

The steeple was raised Nov. 4, 1741, when there was a great feast, to which, from the considerable quantity of provisions, punch, and beer consumed, there must have been a large accession of participants beyond the carpenters and bricklayers, as the following bill, well preserved, will show:

"Nov. 4, 1741.

"THE PROVINCE OF PENNSYLVANIA,

"TO EDMUND WOOLEY, *Dr.*

"For expenses in raising the tower of the Stadt House, viz.:

	£	s.	d.
95 loaves of bread	0	19	9½
61¾ lb. bacon at 7d.	1	14	1¾
148½ lb. beef at 3½d.	2	8	1
Potatoes and greens	0	7	11
800 limes at 4s.	1	12	0
1½ barrel of beer at 18s.	1	7	0
44 lb. mutton at 3½d.	0	12	8
57¾ lb. veal at 3½d.	0	11	0
30 lb. venison at 2d.	0	5	0
Turnips	0	1	6
Pepper and mustard	0	1	5
2 Jugs and Candles Pipes and Tobacco	0	6	0
Butter 9s. 8d., Turkey 4s., 4 pair fowls 9s.	1	2	8
¼ of a hundred of flour	0	3	6
Two former hookings at getting on two floors, and now for raising the tower, fir-wood, etc.	8	0	0
	14	12	8¼"

As early as 1774 the wood-work of the steeple was found to be decaying, and the superintendents were instructed to take it down, and to have the brick-work of the tower covered, in order to save it from damage by the weather; but all this was not effected until 1781, when a low hip-roof was made to cover the tower, and carried in its centre a slim-pointed spire. The bell was lowered into the tower, and, although occasionally heard, it may be said to have been retired emeritus, as it ceased to do active duty. A new bell, which sounded the hours by the clock, and rang for fires, was placed upon the roof under an open wooden belfry. It was not until 1828 that any attention was given to the restoration of the steeple. A committee was appointed by City Councils to have "the turret in the rear of the State-House surveyed, and, if found adapted to the purpose, to procure a plan and estimate of the cost of carrying it up to a height sufficient to place a clock and bell therein, to be called the city clock, from which the time of the whole city can be regulated." William Strickland, Daniel Groves, John O'Neill, and John Struthers, architects and builders, presented their plans and estimates on the 14th of February, 1828. They found that the foundation-walls of the tower were very strong, being three feet thick at the base, and eighteen thick at the top, sixty-nine feet above the ground. They were in such good condition that two stories more in brick might be added with perfect safety. Strickland drew the plan, and endeavored to make the steeple as much like the old one as possible. The great difference was that it was a story higher. The old steeple was one hundred and fifty feet high to the top of the spire, and the new steeple was one hundred and sixty feet high. In March, 1828, after considerable debate in Councils, during which it was alleged by some members that the new steeple would be entirely unlike the old, an appropriation of twelve thousand one hundred dollars was made for a new steeple, bell, and clock, but not without a very sharp debate. Councilman Troth reminded his fellow-members that their character was at stake as men of taste and admirers of antiquity, and he hoped that they would not proceed hastily. Mr. Lowber said that "so far from being an ornament to the city, the steeple would be a deformity; so far from recalling to mind the venerable pile that stood on that spot, it would efface the remembrance of it altogether. It is not the ancient design. I would rejoice to see that building restored to its ancient state,—to the precise state in which it was when the glorious event to which it owes its celebrity was consummated. But no man will be able to look at that building with its new steeple and be able to persuade himself that it represents the ancient State-House. . . . If the original features of the building cannot be preserved, I would much rather the whole were demolished, that we might by some handsome monument point out the *spot* where the glorious declaration of our national independence was agreed upon."

The result was that Strickland was compelled to modify his plan, and he did so by simply substituting wood for brick. The two upper stories were constructed of wood. The first above the brick of the tower, was what might be called a dumb-story, and attracted no attention by any inward or outward ornament. The next story was the clock-room, and above that was the turret, the open arches of which were set upon a base sufficiently high to give access to a small gallery with balustrades on all sides. A sight of the city from this gallery of the State-House steeple was one of the town wonders for nearly half a century after the steeple was finished, not only to citizens but to strangers. The latter, after they had seen the Fairmount Water-Works and climbed the State-House steeple, inspected the method of coinage in the Mint and visited the navy-yard, might be allowed to go home and boast that they had thoroughly seen Philadelphia. Strickland's plan, thus modified by wood instead of brick, was so nearly a reproduction of the old steeple, the tower-windows being omitted, that it may be substantially declared to be a renewal of the original design.

John Wilbank was awarded the contract for furnishing the new bell, the weight to be forty-two hundred pounds. The calculations for the casting were made as scientifically as possible, and were very close, the bell exceeding the expected weight only seventy-five pounds. The contract was at the rate of forty-five cents per pound, and at the weight which was ascertained when cast, four thousand two hundred and seventy-five pounds, the cost was $1923.75.[1]

[1] The following were the dimensions of the first new State-House bell cast by Mr. Wilbank in 1828: Height, including crown, five feet nine inches; diameter at bottom, five feet one and a half inches; thickest

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There seemed to be a fatality about the State-House bells. It took three castings in 1752–53 to get a perfect bell, and it required just as many in 1828. Mr. Wilbank's first casting was unsatisfactory in tone; it was broken up and recast in different proportions. That bell was cracked almost as soon as put in use. A third bell was cast, the fine, deep tones of which were perfectly familiar to every citizen for over half a century. In 1876, Henry Seybert, a citizen of Philadelphia, anxious to do honor to the Centennial year, offered to present to the city a new bell and clock for the State-House steeple, much more grand in proportions. The new bell weighed thirteen thousand pounds, and when placed in the steeple the tone was so low and could be heard such a short distance that it was altogether unsatisfactory. Meneely & Kimberly, of Troy, N. Y., were the bell-founders. It was sent back to them to be recast. Like its predecessors in the State-House steeple, it also required three trials to produce a perfect bell. The second casting was so unsatisfactory it was broken up, and the third bell was cast and brought to the city and put in place. It has never been as resonant as the bell of 1828, but after the third trial the bell of 1876 was accepted, and has since done duty in the tower.[1]

The history of the "Liberty Bell" requires further mention. After the alterations made in 1828, it remained in the upper story of the brick tower upon the heavy frame-work which had sustained it. It became a venerated object, and it was tacitly determined that it should only be rung on special occasions of rejoicing, or to commemorate some event of public importance. It was tolled in 1828 upon the reception of the news of the emancipation of the Catholics by act of the British Parliament. Its sharp tones were heard Feb. 22, 1832, when the centennial anniversary of the birthday of Washington was celebrated. It might have been used on other occasions, but an end was put to its usefulness for sound early in the morning of July 8, 1835. While being tolled in memory of Chief Justice Marshall, who had died in the city two days before, and whose remains were then being conveyed to the wharf to be sent to Virginia, a large crack was developed in the bell, starting from the centre of the rim and inclining in a right-hand direction toward the crown. This break was at first only eight or ten inches in length, but when the bell was rung on Feb. 22, 1843, it was so much increased that never again could the sound of the famous old instrument be heard at a distance of more than a few feet. Thenceforth it became a silent memento of the historic past.

After the original steeple and bell had been decided upon, a clock was ordered by resolution of March 11, 1752. It was intended that it should "strike on the bell in the tower," and that there should be "a suitable dial-plate to show the hours and minutes." Peter Stretch, of Philadelphia, a watch- and clock-maker, was employed to make this machine. Isaac Norris, in a letter written a year afterward (March 10, 1753), said, "They expect it will prove better than any they would send us from England, where, when once they had it put out of their hands, they have done with it; but here the workman would be made very uneasy if he did not exercise his utmost skill, and we do not stint him in the price of his labor." Six years afterward Peter Stretch was paid for making the clock and taking charge of it for six years, £494 5*s.* 5½*d.* The dials of this clock were fixed in round windows in the east and west gables of the State-House building. The clock movements were immediately under the roof near the centre. Motion was communicated to the hands by rods connected with the machinery. The pendulum extended through the floor to a lower story, and the weights were concealed in wooden boxes in the tower. In deference to the custom of the time, when tall clocks were found in the best houses, the dials were cased in a stone imitation of an eight-day clock. Stretch took care of the clock until 1762, and was succeeded by Edward Duffield, who was a watch- and clock-maker. In March, 1775, David Rittenhouse, the astronomer, succeeded, upon his own petition to the Assembly, in which he stated that Duffield no longer desired the position, and that as he (Rittenhouse) "has charge of the time-piece belonging to the Philosophical Society, which is kept in the observatory in the State-House Square, with the astronomical instruments for adjusting it, he conceives it would not be too inconvenient for him to take charge also of the said public clock."

The construction of the new steeple, in 1828, led to the acquisition of a new clock. In the course of time the instrument which Peter Stretch had constructed had become unreliable. In the debate on the subject, in 1828, the testimonials as to the character of the State-House clock were not flattering. Mr. Lukens was at that time the clock-keeper. Tilghman said of him, "He is a very good keeper, but has had the care of a very bad clock. . . If there is anything proverbial, it is the badness of the clock at the State-House. It is an *excusing*, not a regulating, clock. It is a clock which affords no rule to go by, but a rule *not* to go by, for everybody knows it can never go right." Mr. Lukens made the new clock, at a cost of two thousand dollars. This proved to be a clock to

part, four and a half inches; thinnest part, one and a half inches. There was a clapper to the bell, which was not used. For sounding the hour it was struck by a hammer by the action of machinery. For the purposes of alarm in time of fire there was another hammer, on the opposite side of the bell. A rope from the end of this hammer led to the story surrounded by the open gallery, which was immediately below the open cupola, and here the watchman or janitor of the State-House and of the steeple struck the bell for fire-alarm. For many years this duty was executed by a man well known in his time to every fireman and almost to every citizen, young or old, by name, if not by sight. Tommy Downing was a town character.

[1] The old State-House bell of 1828 was removed to Germantown, and placed in the town hall, together with the old clock. Occasionally the citizen of the central part of the city who happens to be in Germantown is startled by its sound, once so well known to every inhabitant.

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go by, and for many years it was the standard for city time. Four clock-faces were fitted in the steeple, and these were made of ground glass, which was then considered a great novelty. What was yet more surprising was the fact, demonstrated as soon as gas came to be burned, that by strong lights in the clock-room, the dial-plates could be illuminated at night, and seen from a great distance. Nothing of the kind could be possible with the old clock, and the new arrangement was so unusual that travelers frequently spoke of it with admiration. The pendulum of this clock extended down into the tower, where it was properly encased to prevent its being meddled with. The clock-weights ran down wooden troughs, which were placed against the east wall of the tower to the first floor. The old clock and bell were, by resolution of Councils, sold to the Roman Catholic Church of St. Augustine, the clock for two hundred and fifty dollars, and the bell for four hundred dollars. Both were destroyed by the burning of the building, in May, 1844, during the riots in which Roman Catholic Churches suffered so severely.

In 1830 the committee on State-House steeple made report of the cost, as follows:

For rebuilding the steeple	$12,376
Paid for the bell	2,157
Paid for the clock	2,075
	$16,608
Credit received from Rev. Michael Hurley, of St. Augustine Church	$650

In 1875, when Henry Seybert offered to supply the city with a new bell, he also expressed a desire to furnish a better clock than that which was in use. There was not much complaint about the old clock, but the offer being generous, it could not very well be separated by accepting the bell and refusing the clock. Mr. Seybert's proposition was therefore accepted, and the new clock was constructed by the Seth Thomas Clock Company of Thomaston, Conn.

The ground on Chestnut Street east and west of the square offices or buildings remained vacant for some years. Before the Revolution, it is supposed, although even as to that there is no positive clue, two barn-like frame structures were erected at Fifth and Sixth Streets, and joined the east and west walls of the square office buildings by a right-angled attachment, so that each shed was in the shape of an L. It is said that these structures were originally put up for the accommodation of Indian delegations when they came to the city. During the Revolution the sheds were used for storage purposes, and it has even been claimed that munitions of war were put there for safety. However this may be, it is a fact that when the new court-house and City Hall at Fifth and Sixth Streets were erected, the wooden buildings were torn down.

In 1741 the Assembly ordered that the grounds apportioned to the State-House be inclosed with a wooden fence. The brick wall was in an unfinished condition, and some protection was needed before windows could safely be placed in the structure. There was no attempt at decoration of the grounds until 1785, when George Morgan, a Pennsylvanian, presented to the Supreme Executive Council one hundred elm-trees, to be planted in the State-House Square. This gift was obtained through the influence of Samuel Vaughan, of Philadelphia, and about the same time a brick wall, seven or eight feet in height, was built around the inclosure. There was a grand entrance by a central gate on Walnut Street, due south of the State-House tower. This portal rose fifteen or eighteen feet, and far above the coping of the wall. It was decorated with a pediment, cornice, entablature, and pilasters, beneath which an arched semicircle in wood, and paneled, permitted the narrow, paneled, wooden gates to open. After this improvement and the growth of the trees, more attention was paid to the decoration of the grounds. Walks were laid out, grass was cultivated, and seats for rest in the shade were placed in various portions of the ground. The State-House yard was really the first approach to a little park or square which the city possessed, for although squares in four parts of the city were dedicated to public use by Penn in laying it out, they were under no improvement. The place became a famous resort, and the town poets wrote verses in praise of its rural beauties, which were duly published in the newspapers. In 1811, when the improvements were made by demolishing the square offices, houses, and building the office wings of the State-House adjoining the main edifice, the removal of the great brick walls was authorized. In their place was erected a low brick wall, about three feet high, which was coped with marble, and a railing of plain iron palisades, between standards, which resembled three oblong rings on top of each other and finished off with a spear-point, was placed around the square, which thus appeared open and more attractive than ever from the surrounding streets. A gate of somewhat imposing proportions was fixed on the south, and there were small gates on Fifth and Sixth Streets, about half-way between Walnut and Chestnut. The length of the railing on Sixth Street, exclusive of the gate-ways, was three hundred and ninety-seven feet; on Fifth Street it was shorter, by reason of the Philosophical Hall building taking up ground not occupied on the west side. Here the length, exclusive of the gate-way, was three hundred and thirty-seven feet nine inches; and on the south side, exclusive of the gate-way, it was three hundred and ninety-one feet four inches. The cost of removing the walls and replacing the improvements was six thousand five hundred and six dollars and eighteen cents. The southern gate-way was in time enhanced by a design which made the jambs of heavy marble, upon which were fastened the Roman fasces and spear.

About 1876 another improvement was made in the yard by removing the wall and rails. The surface of the ground being some two or three feet above the adjoining streets, there was no difficulty in throwing

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it open, and yet practically securing it from thoughtless trespass. A low wall of granite, with an ornamental coping of marble, was placed around the sides, and broad and easy steps were constructed in the centre of the Walnut Street front, and at the corners on Fifth and Sixth Streets. Wide flag walks were cut through the grounds in almost every direction from street to street, which would facilitate the enjoyment of the proverbial American pleasure,—"the short cut." The trees were thinned out in order to admit the sunlight, as they had previously been so thick as to make the square seem dark and gloomy.

In 1768 the American Philosophical Society petitioned the Assembly of Pennsylvania for assistance to enable the members to observe the transit of Venus across the sun, which was expected to take place June 3, 1769. The proposition was treated with liberality. One hundred pounds were granted to enable the society to procure a reflecting telescope of two and a half or three feet focus and a micrometer of Dolland's make, which had to be procured from England. They were purchased there by Dr. Franklin. The society erected a wooden building as an observatory in the State-House yard, the exact site of which is not known. It was generally supposed to have been constructed near the centre parallel of the ground, and west of the main walk which runs southward. It might have been on a line with Little George Street [now called Sansom], and about half way between Sixth Street and the main walk. John Adams alluded to it in his writings as "an awful platform." Mr. Etting says, "The foundations were discovered when recently perfecting the sewerage of the square. It appears to have been of circular shape, and was erected about forty feet due west from the rear door of the present Philosophical Hall and about the same distance south of the present eastern wing." Watson's "Annals," however, states that it "was about twenty feet high, twelve to fifteen feet square, and was from fifty to sixty feet south of the State-House, and fifteen to twenty feet west of the main walk."

The transit was observed in this building by Dr. John Ewing, Joseph Shippen, Dr. Hugh Williamson, Thomas Prior, Charles Thomson, and James Pearson. While they were thus engaged, David Rittenhouse, Dr. William Smith, John Sellers, and John Lukens noticed the phenomena at Norriton, and Owen Biddle at Henlopen light-house. How long that building remained is not known. It was there on the 8th of July, 1776, when the Declaration of Independence was first read to the people by the recommendation of Congress and by order of the Council of Safety of Pennsylvania. It was resolved that the sheriff (William Dewees) should do this, but for some reasons he did not. John Nixon, member of the Council of Safety, read the instrument. Then, by order of the Committee of Inspection, the king's arms were taken down from the court-room in the State-House, and publicly burned by nine associators appointed for that purpose. According to a tradition little known, the place of the burning was at Front and High Streets, immediately opposite the London Coffee-House.

The only invasion upon the State-House yard that was not of a public character was by a grant made in 1785 by the Legislature of Pennsylvania to the American Philosophical Society, which was done in a season of liberality among the members. The lot granted, as described in the act of Assembly, was on the west side of Fifth Street, beginning ninety-six feet south from Chestnut Street, extending along Fifth Street seventy feet, and westward fifty feet. The society took possession of this building about 1787–88.

The State-House yard was for a long time the favorite place of assembling of town-meetings, and for great public demonstrations which could be made in the open air. Here, on Oct. 5, 1765, was held a meeting of citizens to express their indignation because of the passage of the stamp act, and the use of "the detested stamps," just brought into the port in the ship "Royal Charlotte," under convoy of the sloop-of-war "Sardoine." Here, also, in August, 1768, there was a meeting to protest against the act of Parliament to levy duties on paper, glass, painters' colors, lead, and tea imported into America. A meeting on the 18th of October, 1773, spiritedly protested against the unloading of tea sent out by the East India Company, and on the 27th of December, a public meeting in the State-House yard resolved that the tea-ship "Polly," Capt. Ayres, which had been sent to Philadelphia, should return immediately with her whole cargo, and that none of it should be landed. There was an impromptu town-meeting in the State-House yard on the 25th of April, 1775, the day after the news was received of the battles of Lexington and Concord on the 19th. A single resolution, "to defend with arms their property, liberty, and lives against all attempts to deprive them of them," was the short and decisive act of the eight thousand citizens who had assembled without preconcert. In after-years the square was the chosen scene of great political meetings which were held by Democrats, Whigs, Native Americans, Republicans, and other political parties and divisions of parties. During the war of 1812, young volunteer soldiers enrolled for the defense of the country were taught the march and the drill in the yard. The most notable military use of the inclosure occurred at the outbreak of the war of the Rebellion, when the recruiting officers of various Pennsylvania regiments pitched their tents upon the ground, showing a stretch of canvas from Walnut Street to the rear door of the State-House, while under the old elms the inclosure took on the character of a camp, with groups of soldiers, and above all arose the shrill notes of the fife and the interminable rattle and boom of the drums.

Not many years before the outbreak of the Southern Rebellion a proposition was made that a monument should be erected in Independence Square to commem-

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orate the Declaration of Independence. The plan was that only the original thirteen States of the Union should participate, and that they should combine in the erection of the monument. The commonwealth of Pennsylvania approved of that plan, and invitations were issued to the Governors of "the old thirteen" to send commissioners, with authority to agree upon the plan of a monument, and to take measures for its construction. Albert G. Waterman, a member of Common Council for the Eighth Ward, was the originator of this project, and labored faithfully for its success. The first meeting of the commissioners was appointed to take place in Independence Hall in June, 1860. In anticipation of that event, City Councils, on June 4th, passed an ordinance declaring that the commissioners should be the guests of the city, and that the trustees nominated by the Governors of the States "should have authority to enter upon Independence Square and to mark out the spot where the monument should be erected, at such time as they may deem fit to lay the corner-stone of the same." Accordingly, commissioners appointed by ten States met at Independence Hall and chose, in the centre of the square, a spacious circular plot for the purpose. Several plans for the structure were submitted to them, but they wisely concluded to defer laying the corner-stone until the States by which they were appointed should ratify their proceedings and make the necessary appropriations. Some progress was made in that direction, and appropriations were made by some of the Northern States, but the Southern States generally withheld their approbation. The times were critical, the country was rapidly drifting toward civil war, and when the first gun was fired at Fort Sumter, in April, 1861, the scheme was dropped.

The front of the State-House, on Chestnut Street, must have presented the appearance of great neglect before the Revolution. In one of Birch's views, published in 1800 and afterward, the square from Sixth to Fifth Streets appears in an unattractive character. A brick pavement, apparently not more than six or eight feet in width, had been laid next the curb. Inside of that, up to the walls, the original earth remained, covered, no doubt, with grass and weeds in the summer, but barren, trodden down, and unpleasant in its looks in the late autumn, winter, and early spring. A solitary pump stood some twenty or twenty-five feet from the curbstone, on the western portion of the ground, and about opposite the western piazza, which was connected with the square office building. East of the centre doorway, in front of the east room, about fifteen or twenty feet from the front wall of the building, stood a wooden hexagonal watch-box, above the roof of which was placed an oil-lamp. There was another watch-box at the east end of the pavement, placed at a very short distance from the window in the City Hall building, which is now (1884) the doorway leading to the office of the police and fire-alarm telegraph. That which is now considered a window, south of the present door, was then the door of entrance on the west side of the City Hall building. It may be as well to notice that at this time there were clear passages from

INDEPENDENCE HALL IN 1884.

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Chestnut Street to the yard, which were controlled by gates. One was between the City Hall at Fifth Street, and the square county office building on the east of the State-House. The same arrangement was made on the west, between the court-house building and the offices. When the office buildings were erected these passage-ways to the State-House yard were closed with gates of wood, in the upper part of the frame-work of which iron palisade railings were arranged. After the construction of the wing office buildings the space in front of the State-House up to the curbstone was paved with brick. The pump, which stood south of the brick path, was removed to a situation near the curbstone, due north of the old site. At a corresponding distance on the east side of the State-House another well was dug and a pump established. The State-House pumps were very near, if not exactly, upon the spot where fountains, surmounted by vases and intended to be decorated by flowers or shrubbery, were afterward placed by the Philadelphia Fountain Society. Long after the hydrant-water from the Schuylkill was in common use in the city, these State-House pumps maintained their reputation for their supply of water, which was considered pure and delightful, and much preferable to Fairmount water. More than that, the temperature of the water was always cool, and in the summer-time, ere ice-water became so common that it might be had everywhere, there was a great run of hot and perspiring citizens upon the State-House pumps. Large iron ladles, which never rusted because they were in constant use, were fixed by chains near the nozzle. On warm summer days hundreds, if not thousands, of persons stopped to drink at those pumps, and they did not fail to read the placard posted upon the head of the pump by the Humane Society, which kindly cautioned all persons against the danger of drinking cold water in immoderate quantity when the body was heated.

The State-House pavement was a wide and unpleasant place in warm weather when the sun was shining. Fully exposed, and reflecting back the heat, it was, in consequence of the buildings being far back from the line of the street, less attractive than sidewalks across which neighboring houses threw a shade in some periods of the day. No attempt was made to introduce any improvement until the fall of 1821, when trees were planted in front of the State-House, extending from Fifth to Sixth Street. Poulson said in reference to this improvement, "It will be a salubrious exchange for the arid bricks that have been broiling our brains there for fifty years." The trees chosen were ailanthus, noted for quick growth and thick foliage. In ten or fifteen years the front of the State-House in summer-time was as umbrageous as a forest. Afterward these trees were attacked by worms, and were ordered to be cut down. The axe was applied at some little distance above their roots, and in a few hours the grove, once the glory of the city, the favorite place in which the town politicians assembled to talk about nominating and elections, to discuss political affairs—where they were commonly called "tree-toads"—presented the dismal appearance of a forest in which the wood-choppers had been entirely too busy. The public could not stand that. In a short time new trees (silver maples) replaced the ailanthus, the idea being from experience that they would not be disturbed by the worms. They grew finely, and in a few years the grove in front of the State-House was restored to its original beauty. But just about that time the worms gave proof that they would change their diet upon necessity rather than starve. The ailanthus and paper mulberry having been almost exterminated as a sidewalk tree in the streets of the city, the worms accommodated themselves to circumstances, and condescended to devour the leaves of the maples.

In time the English sparrow was imported, and he justified the expectations founded upon his change of country by attacking the worm vigorously. In the meanwhile many years had gone by, and a considerable number of the trees had yielded to natural decay. When about 1876 it was determined to replace the brick footways by a pavement of slate, there were very few of the old trees left. It was not difficult to dispose of them. By covering the surface with the stone and making no provision for watering the roots, the remaining trees gradually died off, so that in 1884 there is probably no survivor of this most beautiful grove which for many years was the most attractive place on Chestnut Street.

About 1860, in consequence of the existence of no public memorial to the memory of Washington, the Society of the Cincinnati being slow in its collections, and the fund in the hands of that association being considered as its own property, a movement was started for the erection of a Washington monument by the children of the public schools of the city and county of Philadelphia.

A "Washington Monument Fund Society" was established and incorporated. The collections at first were small, but they were carefully invested and the income applied, together with new contributions, so that in the course of a few years the fund was sufficient for the erection of a handsome statue and its base. City Councils gave the use of a piece of ground in the centre of the Independence Hall pavement, opposite the main door. Here on the 5th of July, 1869, was unveiled the statue of Washington by J. A. Bailly, sculptor, which has since been familiar to every citizen.[1]

[1] This figure is eight feet six inches high, and carved out of a single block of Italian marble, remarkably free from spot or blemish of any kind. Washington is represented in citizen's dress, the beautiful dress of the period. The position is full of grace and dignity, and the face is almost as full of expression as the renowned picture by Stuart. The right hand rests upon a book, supported upon a pedestal, and the left grasps lightly the hilt of the dress sword at the side of the figure. The base was modeled and cut at the yard of William Struthers, and is composed of Richmond granite. There are three blocks to the base, the lower one being six feet six inches square, and the entire height ten feet.

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On the pedestal is the inscription:

Erected
by the
Washington
Monument Association
of the
First School District
of
Pennsylvania,
July 4, 1869.

J. A. Bailly,
Sculptor,
Philadelphia, 1860.

Custom-Houses.—Upon no subject of general interest connected with the early history of Pennsylvania is there less information to be had than concerning matters connected with the collection of customs duties upon goods and merchandise and the methods of levying and recovering them. Occasional and incidental mention furnish a few hints, and that is about all. The names of some of the persons who exercised the functions of collectors of customs in the colonial period are known. But even here great confusion exists to distinguish the principal, who was entitled to the emoluments of the office, and the deputy who did the actual work. The latter was the man who came in communication with the people. The former in some cases might have been an absentee, holding a sinecure. For these reasons a complete and satisfactory account of the histories of the custom-houses in Pennsylvania cannot be given. The earliest regulation concerning commerce is to be found in the Duke of York's laws concerning the appointment of viewers of pipe-staves. "That the Constable and Overseers in all Townes within this Government where Pipe Staves shall bee shipt do, from time to time as need shall require, Nominate Two men of each Town Skilfull in the Commodity. And such as can attend the Service to be viewers of Pipe Staves, who, so chosen, shall be by the Constable Convented before some Justice of the Peace to be sworn diligently and faithfully to view & search all such Pipe Staves as are to be Transported, and to be used for making of right Caske, who shall cast by all such as they shall Judge not Merchantable, both in respect of Worme holes and do Assize (viz.), That are not in Length Four Foot and a halfe, in breadth Three Inches and a half, without sap; in thickness three-quarters of an Inch, and not more or less than an Eighth part of an Inch; Then three-quarters of an Inch, well and even hewed, and sufficient for use," etc. Masters of vessels were subject to fine of five pounds for receiving on board every thousand of pipe-staves not properly viewed and examined, and the persons putting the staves on board of the vessel were subject to forfeiture of the whole consignment. By another clause in the same act it was directed that all casks used for liquors, fish, beef, pork, or other commodities to be put to sale should be of London assize, and of sound and well-seasoned timber. Gaugers were to be appointed to gauge such vessels or casks. Coopers were required to have a distinct brand-mark on each cask. The selling of defective casks was liable to punishment. Gaugers were to be appointed yearly, and the following regulations were established for the inspection of merchandise intended to be exported:

"That in every Towne where any such Goods are packed up for Sale, the Gager or Packer of that Towne or of the Towne wherein it is put to sale or Shipped shall see that it be well and orderly performed (viz), Beefe and Porke the whole halfe or Quarter, and so proportionably, That the best be not left out, and for Fish that they be packed all of one kind, and all Caske soe packed be full, Sound, and well seasoned, etc."

In 1666, Governor Nicholls, of New York, issued orders to collectors and receivers of customs, and noticed the necessity of granting some temporary privilege for the encouragement of trade between New York and Delaware, and that the tenths of all sorts of goods, liquors, or peltry, etc., by former practice and order had been collected and paid in or at the aforesaid port or in Delaware River; now he orders that (until further orders) no sort of liquor, goods, or peltry, shall be liable to pay any custom either in New York or Delaware River, provided that due entry and certificate be made and given of all such goods transported to or from those places. This would seem to show that there was a collector of customs on the Delaware River, but no information is given as to the name of the person holding that office. In 1670, Deputy Governor Francis Lovelace issued an order, March 25th, reciting, "Whereas, I am given to understand that all European Goods imported at the Whorekill, in Delaware Bay, did heretofore pay custom at the rate of £10 per cent., and all furs and peltry exported from thence at the same rate, which turned to some advantage towards the support of Government, upon mature advice and consideration had thereof, I have thought fit to renew the former custom, and do therefore hereby order and appoint Captain Martin Krieger, who is a person well versed in the trade of those parts, and very well known there both to the Christians and Indians, to be receiver and collector of the customs at the Whorekill, whereby himself or his Deputy is to receive 10 per cent. of all European Goods Imported there, whether coming from this place (New York), New Castle, in Delaware, or any other part, and 10 per cent. also for all furs or peltry exported from thence according to the former Custom and Usage on that behalf." This custom became a hardship, which was complained of particularly by persons who were coming to the Delaware to settle in West Jersey. They were despoiled of one-tenth of their property, and the duty was oppressive. Accordingly they addressed themselves to the trustees of Billinge to have the duties removed by application to the Duke of York. William Penn was one of those commissioners. A long argument was addressed to commissioners appointed by the Duke of York to consider the question.

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After considerable delay the commissioners referred the matter to Sir William Jones, who decided in favor of the colonists. The result was officially made known to the Governor of New York, and the duty removed in 1680.[1]

In the charter of Charles II. to William Penn for the province of Pennsylvania, March 4, 1682, liberty was given to the liege people and the subjects of the king to "transport themselves and families vnto to the said countrey with such convenient shipping as by the Lawes of this our Kingdome of England they ought to vse with fitting provisions, paying only the customes therefore due." The settlers were also given full license to lade and freight in any ports of the country, and to carry goods, wares, etc., from England, "saving always to vs, our heirs, and successors, the Legall impossicons, customes, and other duties and payments for the said Wares and merchandise by any Law or Statute due, or to be due to vs our heires and successors." License was also given to Penn and the inhabitants of the province to import goods and to export the commodities of the province either by land or by sea, subject, however, to the king's customs and impositions, and the regulation of acts of navigation and other laws in that behalf. Power was also given to Penn to "have and enjoy the Customes and Subsidies in the ports, harbors and other creeks, and places aforesaid, payable and due for merchandises and wares there to be Laded and Unladed, the said customes and subsidies to be reasonably assessed upon any occasion by themselves and the people there as aforesaid to be assembled to whom we give power by these presents for vs, our heires, and successors, vpon iust cause and in a due Pporcn to assesse and impose the same saveing vnto vs our Heires and Succesors such imposican and customes as by Act of Parliament are or shall be appointed." Under this authority two principles were established. First, that all goods and merchandise imported into, or exported from, Pennsylvania were subject to such customs duties as might be imposed by the crown under act of Parliament, and that vessels and the service of commerce were subject primarily to the British navigation acts. Second, that the Government of Pennsylvania had a right to levy import and export duties secondary to those levied under the king. Under this authority, chapter ninety-seven of the law made March 10, 1683, declared that on "all Rum, Wine, Brandy, and Strong Waters that shall be imported into this province or territories thereof, shall pay to the Proprietary and Governor as a custom, Two-pence by ye Gallon. And all Syder that shall be imported as aforesaid, shall pay One penny by ye Gallon." Other goods imported were to pay at the rate of twenty shillings for every one hundred pounds worth, molasses only excepted. This act was repealed in the year 1690. The ninety-eighth chapter of the act of 1683 laid duties of twelve pence upon steer-, bull- or cow-hides exported; nine pence on beaver skins, and nine pence on other peltry when amounting to the value of a beaver skin, with one-half penny per pound weight on deer-skins. This was also repealed in 1690. In 1684 the Provincial Council exercised the franchise of a court of admiralty in the case of the ship "Harp," of London, Robert Hutchins master, charged with being "an unfree ship," not being cleared from the custom-house at London. It appeared that the vessel was a French bottom, and not free to trade with the colonies. The councilors therefore condemned the said ship with her tackle, apparel, and ammunition. The vessel was sold "by inch of candle" to Barnaba Wilcox for £59 10*s.* 6*d.*[2]

It has already been seen that customs were levied upon the river under the Duke of York laws. When Penn arrived the practice was well established, so that we find that in March, 1683, John Moll, William Hage, William Clarke were appointed a committee to bring in a report "of the fees of officers belonging to ye Custom-House." They were not as prompt as expected. Either that, or they made no report. A year afterward some propositions for laying duties on goods were considered.

The first collector of customs under the king appears to have been Maj. William Dyer, who came before Council on the 28th of August, 1685, and presented his commission and instruction. He was appointed collector of customs in the province of Pennsylvania by the commissioners of his Majesty's customs in England, and collector for New Jersey, and surveyor-general for all his Majesty's colonies in America. Dyer gave notice that he had appointed Christopher Snowden to be "his Deputy Sercher and Wayter of his Majts Customs in Pennsylvania." The latter was attested. He was, in fact, the deputy collector of customs. Dyer did not make a good official record. In 1687 he presented himself to the Provincial Council, asking for admission as a member. At that time the councilors were elected, and Dyer had the return from Sussex County. There was objection to receiving him. Members of Council "expressed their general dissatisfaction, and desired him to desist, declaring that they could not, in duty and respect to the king, nor with security to the province, take into the Council such as had not discharged the office of the king's collector of the customs with a faithfulness and good report." A committee was appointed upon Dyer's persistence, and it made report at a subsequent meeting, with the reasons for their objections to Dyer. The substance of this document is not stated. It was quite sufficient, in the opinion of the other members of the Council, to exclude him, and he was not admitted.

James Walliams was appointed to succeed Dyer, and produced his commission before Council Nov. 18,

[1] Hazard, "Annals of Pennsylvania," p. 479.

[2] Sale by inch of candle was a peculiar kind of auction. The candle was lighted, and as soon as it was burning bids could be made. The highest bid before the candle was burned out was the successful one.

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1686, granted by Patrick Mein, Esq., the king's surveyor-general of his Majesty's customs in America. Council was of opinion that Walliams had not presented himself in form and manner as directed in his instruction. Notwithstanding this he seems to have exercised the office, and in May, 1689–90, upon a matter of a seizure made by him, a commission was appointed to take testimoney in reference thereto. Finally the board recommended that the dispute should be settled by the parties.

William Clark was appointed collector of customs for the province and territories by Edward Randolph, "surveyor-general of their Majesty's customs in the Main of America," on the 13th of June, 1692. He appointed, Feb. 18, 1695, John Deplove to be searcher of customs for the city and county of Philadelphia. Clark himself lived at New Castle, and Deplove at Philadelphia; called the searcher, was really deputy collector for the port.

John Bewley succeeded Clark and Deplove as collector at Philadelphia, on the 21st of November, 1696. He was appointed by the commissioners of customs in England,—Robert Clayton, Robert Southwell, Walter Yonge, Samuel Clark, and J. Chadmesh. It was recited that this appointment was made by virtue of an act of Parliament of the twenty-fifth year of Charles II., entitled, "An Act for the Encouragement of the east land and green land trades, and for better securing the plantation trade." On the 25th of March, 1698, Edmund Randolph, surveyor-general of customs on the continent of America, being at the time at Philadelphia, commissioned Matthew Birch to be surveyor and searcher of the customs in Pennsylvania. He went into office at the same time that Bewley assumed the duties of collector of customs. The functions of the Court of Admiralty were exercised for some years by the proprietary (Penn) and Council in 1683, and Thomas Lloyd and Council in 1684. When the government was taken from Penn by the crown, Governor Benjamin Fletcher, who was appointed to Pennsylvania, held, as is recited in his commission, Oct. 20, 1692, the office of vice-admiral. He appointed William Markham deputy in his office as vice-admiral, May 17, 1693. After this time the officers of the proprietary government ceased to exercise the office of vice-admiral or judge of admiralty. Col. Robert Quarry appears to have been exercising the power of a judge of admiralty for the province of Pennsylvania before September, 1698. Complaint was made to the Council of his conduct in a matter of seizure of goods on board of the sloop "Jacob," but how long before that time he had been acting is not certainly known. When William Penn the proprietary died, William Penn the second, who succeeded, sent, in his letters to Lieutenant-Governor Sir William Keith, instructions to protect the officers of the customs in the discharge of their duty.

On the 9th of January, 1695–96, the commissioners of customs at London—Robert Southwell, E. Godolphin, Samuel Clarke, and Robert Clayton—sent a letter to Lieutenant-Governor Markham on the subject of an act lately passed in Scotland, for erecting a company to trade with India, Africa, and America, and the danger that might happen to English commerce if the Scotch enterprise should be successful. The letter contained strict instructions as to the duties of custom-house officers in Pennsylvania, the care to be taken in making up the records of entries and clearences permits, etc. William Penn had occasion, in 1702, to make complaint to the commissioners of customs in regard to the restrictions and injury borne by the tobacco merchants by heavy duties on exportation, closeness and severity exercised in matters of form, occasioning forfeitures and condemnation of goods and other hardships operating on trade.

Lord Loudoun had cause to complain, in 1757, of the extra strictness of the collector of the port of Philadelphia, who was inclined to compel the king's transport vessels to be cleared at the custom-house, and had given some annoyance thereby. Lord Loudoun requested Governor Denny to interpose his authority as Governor, to give those transports dispatches to leave the port of Philadelphia. If the Governor had no authority over the king's officers, this could scarcely have been done.

The proceedings in the custom-house during the greater part of the provincial period were uninteresting and uneventful. The officers took their fees, and business went on without excitement. Toward the close of the colonial period, when the spirit of the people was gradually increasing and hatred of Great Britain was growing warmer, there were some episodes between the custom-house officers and the people which were interesting. The headquarters of the surveyor-general of customs in North America appears to have been at Boston in the latter part of the century, and they managed to send from that city to Philadelphia some unpopular persons. The Stamp Act stirred up feeling among the people, which was not soothed by any particular efforts on the part of the crown officers. In 1769, John Swift, collector of customs, seized several pipes of Madeira wine upon charge made of an attempt on the part of the owner to evade the customs laws. The wine was placed in a store-house near the Delaware River. In the night boats, in which several persons were, rowed to the store-house, which was broken open and the wine carried off. Collector Swift was present and tried to prevent the outrage. He was threatened and abused, and on the same night the windows of his house were broken. The wines had been restored to the owner. This being perfectly well known, there was a meeting in reference to the subject the next day at the Coffee-House, by the resolutions of which it was suggested to the owner that he had better return the wine to the custom-house, which he did. Suits were subsequently brought against some of the rioters in the Mayor's Court, and they were convicted. In October, 1769, a

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person who had informed the collector concerning some pipes of wine which were landed without paying the duties thereon, was seized by the people, ducked, set up in the pillory, and afterward smeared with tar and strewed with feathers. Shortly afterward there was an affray on the Delaware River caused by the brutality of Capt. William Diddington, commander of the royal armed schooner "Gaspee," who, with David Hay, seized Davis Bevan, a citizen of Chester County, who had been fishing in the Delaware, near Chester, and maltreated him. This event added to the discontent.

In the same year the collectors of customs and naval officers were accused of taking illegal fees amounting to over seventeen hundred pounds in one year. It was quite an ordinary thing, as a consequence of the bad feeling against England at this time, that custom-house officers were roughly treated. John Keates, of Southwark, was assaulted by a mob in 1770, on suspicion of being an informer to the customs officers concerning some smuggling of tea and other articles. In 1771, Collector John Swift had in his service a schooner for the purpose of preventing smuggling. In November, 1771, Thomas Muskett was commander of the king's vessel, and seized a pilot-boat upon charge of smuggling. The latter was brought up the river as far as Red Bank, where the king's vessel and the pilot-boat were anchored. On the same night a pilot-boat was observed coming from Philadelphia. She was steered straight for the revenue vessel, and struck the sides of the latter, when about thirty men, with blackened faces, sprung from the stranger craft, boarded the king's vessel, and, with fire-arms, cutlasses, and clubs, overcame the crew, beat and wounded them, threw them in the hold, and confined them there. They then ran the king's schooner upon a bar, cut up the rigging and sails, and seizing the captive pilot-boat, sailed away with her. There was a great stir about this outrage. Chief Justice Allen was informed of the circumstances by affidavit. Governor Penn issued a proclamation for the arrest of the daring perpetrators; but nobody denounced them, nor was the recaptured pilot-boat, with its cargo of smuggled goods, ever reclaimed. In consequence of this bold proceeding another king's vessel, stronger and more heavily armed, was sent to the Delaware in 1772, and was managed by its officers in a high-handed way. They acted with great strictness on the river, stopped vessels of all kinds, subjected them to inquiry and sometimes to search, arrested captains and crews, and made themselves odious by arrests and bringing suits in the admiralty. In 1773, Ebenezer Richardson was sent to Philadelphia by the customs commissioners at Boston. He was accused of being an informer, and that his business was to lurk about the wharves and spy out offenses on the part of the importers and report them to his masters. A description of this man was published in Bradford's *Journal* in October, 1773, and it was suggested "that all lovers of liberty in this province will make diligent search after said Richardson, and, having found this bird of darkness, will produce him tarred and feathered at the Coffee-House, there to expiate his sins against his country by a public recantation." Immediately afterward Richardson was pursued by a mob, but managed to escape, and got out of Philadelphia as speedily as possible. In 1774 a number of hogsheads of sugar, seized by the custom-house officers on board the schooner "Felicity," Capt. Allen Moore, for not having paid duty or being entered at the custom-house, was rescued from the king's officers, who were beaten with clubs and staves, and the sugar carried off. The usual proclamation was made by the Governor for the arrest of the offenders, but they were never discovered.

The reception of the news of the battle of Lexington in 1775 practically suspended the power of the king's officers, and they were superseded in a short time entirely by the committees to conduct public affairs, appointed by the patriots. The State of Pennsylvania assumed the power of the King, and during the Revolution the affairs of commerce were transacted under direction of the popular and State authorities, the regulations about imports and exports, duties, etc., varying from time to time with the public exigencies.

A naval officer for the port of Philadelphia seems to have been appointed early in the eighteenth century. But little is known as to when the office commenced, or what its duties were. Appointment to it seems to have been under the provincial government, and it may be conjectured that the naval officer executed the port laws of the province of Pennsylvania, or collected whatever customs and duties might be imposed under the charter, subject to the paramount rights of the crown. The "9th Pennsylvania Archives," page 738, shows that Robert Assheton was naval officer in 1717. Dr. Frederick Phile held the office before the Revolution, in 1770 and 1771, but was superseded before 1773 by Dr. David Finney. Dr. Frederick Phile was reappointed in 1776 by the Supreme Executive Council. The last incumbent before the Revolution was Lieutenant-Governor Richard Penn, who appointed himself to this place, the salary of which was six hundred pounds.

After the authority of the crown was thoroughly overthrown, the Constitution of the 28th of December, 1776, directed that "the President and, in his absence, the Vice-President, with the Council, five of whom shall be a quorum, shall have power to appoint and commissionate judges, *naval officers*, judge of the Admiralty, etc." The powers of those officers were not defined further than what might be inferred from the name of the office. No collector of customs was provided for, and it may be inferred that the duties of the naval officers were those which, before the Revolution, under the crown, were discharged by the collectors of customs. On the 5th of April, 1777, Dr. Frederick Phile was balloted for and chosen naval

officer for the port of Philadelphia. In April, 1785, the naval officer reported to Council that he had made choice of a convenient place for holding his office. The collector of imposts and the wardens of the port also reported having made similar arrangements for their own comfort. In January, 1788, the naval officer made report that he had seized the brig "Catharine," from Halifax, which was entered in ballast, but found to contain a quantity of fish. He represented that he suspected that the crew of the brig intended to evade the law by seizing on the vessel and cargo. The commander of the "Invalids" was ordered to furnish him with as many men as might be necessary to prevent such action. The naval officer was still Frederick Phile, who had been re-elected Nov. 9, 1787.

As soon as the Federal Constitution was adopted, and the Congress of the United States got to work, the first act passed, on June 1, 1789, settled the form of the oaths to be taken by the members and officers of Congress, officers of the various States, and officers of the United States. The second act, passed July 4, 1789, was entitled an act for laying a duty on goods, wares, and merchandise imported into the United States. The duties were to commence on the 1st of August, and specific tariff was provided on particular articles. This was the first of a long series of laws in relation to imports. The system established by the Congress of the Confederation for the collection of duties was not interfered with in Pennsylvania until 1799, when the State of Pennsylvania was divided into two districts,—those of Philadelphia and Presque Isle (Erie). The district of Philadelphia was to include all the shores and water of the river Delaware, and the rivers and waters connected therewith being within the State of Pennsylvania. The city of Philadelphia was to be the sole port of entry and delivery for the same, and a collector and naval officer for the district was to be appointed, who should reside at the city of Philadelphia. These regulations, with some modifications, have remained in force ever since. In 1784 the State of Pennsylvania established a custom-house at Philadelphia, and Sharp Delany was appointed collector by the General Assembly, and gave bond to the satisfaction of the Supreme Executive Council on the 15th of March of that year.

The naval officer, as a member of the custom-house establishment of the United States, was created by an act to regulate the duties on imports and tonnage passed March 2, 1790. He was to receive copies of all manifests and entries, and estimate the duties on goods, and keep a separate record thereof, countersign all permits, clearances, debentures, and other documents to be granted by the collector, and to examine the collectors' abstracts of duties and other accounts of receipts, bonds, and expenditures, and if found right to certify the same.

The office of surveyor of customs was established by act of Congress of 1799, with authority to superintend and direct all inspectors, weighers, measurers, and gaugers within his port, and report weekly as to their performance of duties or their neglect. Also to report the names of vessels arriving from foreign ports, with particulars in relation to their cargoes, the liability of the property to duty, etc.

The location of the custom-houses at the early periods are not known, except in a few instances. They were probably in the stores or offices of the collectors. In 1784, Col. Delany was authorized to rent a building for the use of the custom-house, and he was located at the corner of Black Horse Alley and Second Street. In 1810 the United States authorized the purchase of a lot of ground and the construction of a building for the use of the custom-house and the various offices connected therewith. There was an attempt to obtain the use of a lot at the Drawbridge belonging to the city, which failed. A lot of ground was bought on the west side of Second Street, below Dock, at the northwest corner of Elmslie's Alley, running through to Laurel Court, afterward called Levant Street. Here, on the 12th of July, 1819, the first Federal building used for a custom-house in the city was opened. It was plain, three stories in height, the front of the first story being of marble. The second story was lighted by long, arched windows. Small, square windows were above them. The roof stood gable-fashion, rising above the third story. A niche near the apex contained a fine statue in wood, representing "Commerce," cut by William Rush. The upper stories were of brick. Large warehouses were built back of the main building for storage purposes. The architect was William Strickland. The building stood back from the street a distance of forty or fifty feet. On Second Street there was a heavy brick archway, with a wide passage in the centre for drays and carts, protected by an iron gate. Smaller arches for pedestrians were on each side, and there was a small show on either side of the archway of a low wall surmounted with iron palings. The entrance in front of the building was by a central doorway, which led to the main business-room in the second story. In this building the business of the Philadelphia custom-house was carried on until about 1845, when the United States Bank having failed, the white marble building on Chestnut Street, between Fourth and Fifth, occupied by that institution, was purchased by the United States government, and has been in use ever since.

FIRST UNITED STATES CUSTOM-HOUSE.

The want of sufficient space in the custom-house

for the accommodation of the large business of the office, led to the erection of a heavy, massive, brick building upon the lot running from Second to Dock Street, north of Walnut, which had been for many years occupied by the Bank of Pennsylvania. This structure, known as the appraisers' building, is solidly built of brick and iron, no wood or combustible material being used in it. It is five stories in height, and Mr. Mullett, supervising architect of the Treasury of the United States, has declared that this is the only thoroughly fire-proof building in the country. The appraisers' building was completed and put in use in 1871.

UNITED STATES CUSTOM-HOUSE IN 1884.

COLLECTORS OF THE CUSTOMS AT PHILADELPHIA.[1]

Under the Crown.

1685.—Maj. William Dyer.

1686.—James Walliams, 1 C. R., 147, for bay and river Delaware.

1692.—William Clarke, appointed June 13, 1692; 1 Archives, 117.

1698.—John Bewley; 1 C. R., 502. Died 1704.

1703.—Robert Assheton; 1 Logan Papers, 200.

1704.—John Moore, appointed 24th 5th mo. (July), by Col. Quarry, *vice* Bewley, deceased; 1 Logan Papers, 309.

1727.—Grosvenor Bedford; 1 Archives, 385. He acted in person from 1730 to 1732. When appointed not known.

1727.—John Moore,[2] his deputy, died December, 1732. He is referred to as being the king's collector in the "Charter and Laws of Pennsylvania," p. 307 (1879), on Nov. 24, 1726.

1732–33.—Peter Evans,[3] Bedford's deputy, February 6th. Evans was Moore's son-in-law; he resigned in 1743. 1 Pennsylvania Archives, 385.

1743.—William Alexander. He died January, 1744–45.

1745.—Abram Taylor, deputy for Grosvenor Bedford.

1748.—Alexander Barclay, deputy for Grosvenor Bedford.

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[1] From John Hill Martin's "Bench and Bar of Philadelphia."

[2] In *Pennsylvania Gazette*, Nov. 30, 1732, it is stated that "On Saturday last (25th), died John Moore, Collector of his Majesty's Customs for this Port, which place he enjoyed above thirty years. He dyed in the 74th year of his age." His commission as collector, signed by Evelyn, is in possession of one of his descendants. In the Pennsylvania Archives, 2d series, the following list of the collectors of customs is given, viz.: "John Bewley, 1698 to 1702; John Moore, 1706 (1703?) to 1728; Ralph Assheton, 1732; Grosvenor Bedford, 1733; Richard Pearne (died), 1762; Enoch Story, 1762; Abraham Taylor (resigned), 1762; John Swift (*vice* Taylor), June 9, 1762; Robert Bayard, Feb. 21, 1772; John Patterson, Oct. 19, 1772." It is said in the "Life of Dr. William Smith," 2 vol., 488, "John Moore, it appears, came with his wife and family to Philadelphia prior to 1700, and became the King's Collector at that Port." This we know from his commission, which is before me, dated 1703, signed by Evelyn.

[3] In an obituary of Peter Evans, *Pennsylvania Gazette*, June 20, 1745, it is stated he was "an eminent counselor, and for many years Collector of the King's Customs."

1751.—Abram Taylor, and in office; 8 C. R., 39, 713, which covers the time from May 7, 1757, to May 10, 1762. John Inglis is said to have been collector from 1751 to 1759, but it is an error. He was deputy in the absence of Collector Taylor from 1751 to 1753. William Till was collector at New Castle during the above period.

1762.—John Swift, vice Taylor, June 9th. Still in office Dec. 5, 1771. Dr. Thomas Graeme is said to have been collector before his death, in 1772. See "Memoirs of the Historical Society of Pennsylvania," 1 vol., 460 (2d edition).

1772.—Robert Bayard, February 7th; 4 Pennsylvania Archives, 449 (1st series).

1772.—John Patterson, October 19th, in place of Bayard, declined.

1773.—Zachariah Hood, acting for the collector; 10 C. R., 90.

1774.—Lachlane Maclean. John Patterson,[1] deputy.

UNDER THE STATE OF PENNSYLVANIA.

Sharp Delany, appointed.....March 15, 1784

UNDER THE UNITED STATES.

Pennsylvania to be one district, July 31, 1789. Act of July 4, 1789, for laying duty on goods.

1789. Sharp Delany.[2]
1799. George Latimer.
1802. Peter Muhlenberg.
1807. John Shee.
1809. John Steele.
1827. William Jones.
1829. James Nelson Barker.
1838. Ex-Governor George Wolf.
1840. Jonathan Roberts.
1842. Thomas S. Smith.
1843. Calvin Blythe.
1845. Henry Horn.
1846. James Page.
1849. William D. Lewis.[3]
1853. Charles Brown.
1857. Joseph B. Baker.
1861. William B Thomas.
1866. William F. Johnston.
1867. Joseph W. Cake.
1869. Henry D. Moore.
1870. John W. Forney.
1872. Seth I. Comly.
1877. Alexander P. Tutton.
1880. John F. Hartranft.[4]

SURVEYORS-GENERAL OF THE CUSTOMS.

UNDER THE CROWN.

Patrick Mien,[5] in office	5 mo.	14,	1690
Edward Randolph,[6] in office	9 mo.	13,	1691
Col. Robert Quarry,[7] appointed	9 mo.	—,	1703
William Keith,[8] previous to	Sept.	27,	1716
George Plenny,[9] in office	Feb.	6,	1732–33

CONTROLLERS OF THE CUSTOMS.

UNDER THE CROWN.

William Alexander, in office	——	—,	1723
Alexander Barclay, in office	——	—,	1749
Christopher Sanderson, in office	1756	to	1762
Alexander Barclay, in office	——	—,	1762
Lynford Lardner, in office	——	—,	1771
Joshua Loring, in office	March	7,	1771
Zachariah Hood, in office	1773	to	1776

SURVEYORS OF THE CUSTOMS AT PORT OF PHILADELPHIA.

Christopher Snowden, appointed	28 6 mo.,		1685
Samuel Land,[10] in office	18 9 mo.,		1686
John Deplove,[11] in office	Feb.	18,	1694–95
Matthew Birch,[12] in office	Nov.	21,	1696
John Jewell,[13] in office	April	15,	1698
Col. Robert Quarry,[14] in office	——	—,	1699
Patrick Baird, in office	——	—,	1730
William Hero, in office	——	—,	1735
William Sheppard, in office	——	—,	1768
David Drummond,[15] in office	——	—,	1772
William Macpherson, appointed	Sept.	19,	1789
Walter Stewart, in office	1793	to	1796
William Jackson, appointed	Jan.	14,	1796
Dr. William Bache, appointed	——	—,	1803
James Glentworth, in office	Oct.	24,	1814–29
William Duncan, in office	1829	to	1838
George W. Riter, appointed	1838	to	1841
J. Washington Tyson, appointed	——	—,	1841
John G. Watmough, appointed	Oct.	—,	1841
Thomas A. Cooper,[16] appointed	——	—,	1844
John Davis, of Bucks County	1845	to	1848
William B. Norris, in office	——	—,	1849
Reuben Charles Hale, in office	——	—,	1853
John Hamilton, Jr., in office	——	—,	1857
E. Reed Meyer, in office	——	—,	1861
William Harbeson, in office	——	—,	1867
Edward O'Meara Goodrich,[17] appointed	April	23,	1869
Edwin H. Nevin, Jr., appointed	Feb.	—,	1881
George F. Leland, appointed	July	30,	1883

UNITED STATES SHIPPING COMMISSIONERS.

See Act of June 7, 1872.

John H. Young,[18] appointed	June	—,	1872
William L. James, appointed	April	11,	1880

NAVAL OFFICERS, PORT OF PHILADELPHIA.

Robert Assheton, in office	1717	to	1727
Dr. Thomas Graeme,[19] in office	1727	to	——
Robert Charles,[20] in office	before	—,	1731
Dr. Thomas Graeme, in office	1740	to	1761
Dr. Frederick Phile, in office	1770	and	1771
Dr. David Finney, in office	before	—,	1773
David Finney,[21] in office	Nov.	4,	1773
Richard Hockley, in office	1773	and	1774
Gov. Richard Penn,[22] in office	1775	to	1776
George Bryan, in office	June	—,	1776
Dr. Frederick Phile,[23] in office	April	5,	1777
William Macpherson, in office	1791	to	1813
Samuel Clarke, in office	1813	to	1824
William Jones, in office	1824	to	1826
Philip S Markley, in office	1826	to	1829
John Pemberton, in office	April	—,	1829
John Horn, in office	1838	to	1840
Alexander Ferguson, in office	Sept.	—,	1840
Bela Badger,[24] in office	April	14,	1841
Dr. Joel B. Sutherland, in office	Nov.	18,	1842
Henry Welsh,[25] in office	May	—,	1845
Peter C. Ellmaker, in office	May	—,	1849
N. P. Eldred, in office	1853	to	1857
Chambers McKibben, in office	1857	to	1861
Edward Wallace, in office	1861	to	1866
Joseph R. Flanigen, in office	1866	to	1867
De Witt Clinton Baxter, in office	1867	to	1871
John A. Hiestand, in office	March	1,	1871
Ex-Governor James Pollock,[26] in office	Feb.	7,	1879
Edwin H. Nevin, in office	——	—,	1883

LOCATION OF CUSTOM-HOUSES.

1733.—At the dwelling of Peter Evans, deputy collector.

1743.—At the house of John Nelson, in Chestnut Street. W. Alexander, deputy.

1762.—At the house of John Swift, collector, Front, between Arch and Race Streets.

1784.—Corner of Black Horse Alley and Front Street. Sharp Delany, collector.

1791.—Southeast corner of Walnut and Second Streets. Sharp Delany, collector.

1795.—119 South Front Street, near Walnut. Sharp Delany, collector.

[1] On the tombstone of "John Patterson, Esq.," in Christ Church graveyard, it is stated he was "a native of Ireland, formerly an officer in the British army, and, at the period of the Revolution, Collector of Customs in the Port of Philadelphia." He was buried Feb. 24, 1798. Gordon's "Pennsylvania," 628.

[2] Died May 13, 1799, aged sixty.

[3] Died April 1, 1881, aged eighty-eight.

[4] *Vice* Tutton, deceased; confirmed by the Senate Feb. 11, 1881.

[5] 1 C. R., 297.

[6] 1 C. R., 503.

[7] See 1st Logan Papers, 281.

[8] Memoirs of the Historical Society, 4 vol., 380.

[9] 1 Archives, 385.

[10] 1 C. R., 149.

[11] 1 Archives, 117.

[12] 1 C. R., 501.

[13] 1 C. R., 505–6.

[14] Logan Papers, 34.

[15] 1 Proud, 290.

[16] Mr. Cooper was the distinguished actor.

[17] Died Jan. 28, 1881, aged fifty-six.

[18] Died April 5, 1880, aged seventy-two.

[19] 9 Pennsylvania Archives (2d series), p. 738; Thomas Graeme, *vice* Assheton, deceased, 1727, 1740, 1761.

[20] Rawle's Equity, Appendix, p. 32.

[21] A son of Dr. David Finney; 10 C. R., 109.

[22] The Governor appointed himself; the salary was six hundred pounds; 4 Pennsylvania Archives, 600. He was the last person to hold this office under the crown.

[23] See 5 Pennsylvania Archives, 298; recommissioned Nov. 9, 1787 called Phyle.

[24] Rejected by the Senate on Sept. 1, 1841.

[25] Appointed in May, 1845; confirmed February, 1846.

[26] Ex-Governor of Pennsylvania; not confirmed by the Senate on its adjournment on March 4, 1879. Renominated March 11, 1879, and confirmed April 4, 1879. The naval officer is an officer of the United States customs. See Statutes at Large, 506, Act of March 2, 1799. Term of office, four years.

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1798.—During yellow fever at Congress Hall, southeast corner of Sixth and Chestnut Streets. Sharp Delany, collector.

1802 to 1819.—At Carpenters' Hall, Chestnut Street, between Third and Fourth.

1819, July 12.—Second Street, below Dock, west side.

1845.—United States Bank building, Chestnut Street, below Fourth.

FOREIGN CONSULS AT PHILADELPHIA IN 1884.

Argentine Republic, E. Shippen.
Austria-Hungary, Lars Westergaard.
Belgium, Dr. Charles E. Sajous.
Brazil, John Mason, Jr.
Chili, E. Shippen.
Columbia, Annibal Gonzales Torres.
Denmark, F. F. Myhlertz.
Ecuador, E. Shippen.
France, P. De Bouteillier.
German Empire, C. H. Meyer.
Great Britain, Robert Charles Clipperton, consul; George Crump, vice-consul.
Greece, A. H. Lennox.
Hayti, A. H. Lennox.
Italy, Count Goffredo Galli.
Liberia, Edward S. Morris.
Mexico, Raffael Varrios.
Netherlands, Lars Westergaard.
Nicaragua, Henry C. Potter.
Norway, Lars Westergaard.
Orange Free State, Chas. W. Riley.
Paraguay, Francis Wells.
Peru, George Blaese.
Portugal, John Mason, Jr.
Russia, Henry Preaut.
Spain, Antonio Diaz Mirandi, consul; Francisco Monjes Merino, vice-consul.
Sweden, L. Westergaard.
Switzerland, Rudolph Koradi, consul; Werner Itschner, vice-consul.
Turkey, Henry W. Bartol.
Uruguay, Charles W. Matthews.
Venezuela, Manuel Martil-Carrion.

Post-Office.—The commencement of the post and letter service in Philadelphia will go back to the Duke of York's times, and originated in the necessities of government. By the act of Sept. 26, 1676, it was held as follows:

"PUBLIQUE AFFAIRS.—Whereas, this Government may on many occasions be disappointed of speedy and true Information of Publique Affairs out of England as well as out of our Neighbors' Coloneyes, To the remedy of such future Inconveniences, every Constable to whom any letters may come Directed to the Governeur, Attested on the Backe side the letter with the name of one of his Majesties principall Secretaryes of State, or with the name of any one of the Governeurs of any of his Majesties Coloneyes of New England; or any letter Sent from the Governeur to the Sheriff, or any of the Justices of the York shire upon Long Is Land, and so Attested as aboveaid, shall be dispacht by every such Constable within three hours at the furthest after the receipt thereof to the next Constable, and so forwards as the letter directs Upon the penalty of 40 Shillings for every hour's delay, And in such cases all Constables are Impowered to Press a Sufficient horse and man for that purpose, Allowing for the Man and Horse Satisfaction Six pence for each miles travel, which shall be discounted to such Constable in the Publique Rates."

Under this system the constables were the first postmasters, but they were only to carry public letters and communications. By the great law of March 1, 1683, passed by the Assembly under Penn at Chester, this law was substantially re-enacted for the benefit of the Governor and the dispatch of letters concerning public affairs. The constable ceased, however, to be the postmaster in all cases, and became a forwarder of letters. It was directed that every justice of the peace, sheriff, and constable, to whose hands public letters should come in any county directed to the Governor, should dispatch them within three hours at the furthest after receipt or knowledge thereof to the next sheriff or constable, and so forward as the letters direct upon penalty of twenty shillings for every hour's delay. The sheriffs and constables were empowered to press either man or horse for that service, allowing for a horse or man "two pence by ye mile, to be paid for out of the public stock." This arrangement was not for the benefit of private persons sending letters to each other. It was abrogated by act of William and Mary in 1693.

In the Pemberton papers it is said that the first post-office was set up by William Penn in July, 1683, and that Henry Waldy, of Tacony, was given authority to conduct the service and "to supply passengers with Horses from Phila. to New Castle or to the Falls" (afterward near Trenton). The rates were to be: For letters from the Falls to Philadelphia, threepence; from the Falls to Chester, five pence; from the Falls to New Castle, seven pence; from the Falls to Maryland, nine pence; from Philadelphia to Chester, two pence; to New Castle four pence; and to Maryland sixpence. This post went once a week, and was to be fully published "on the meeting-house door and other public places." There is nothing in the Colonial Records or Archives in reference to this matter.

On the 17th of February, 1691, King William and Queen Mary granted to Thomas Neale, Esq., his executors, administrators, and assignees for twenty-one years full power and authority to erect, settle, and establish within the king's colonies and plantations in America, one or more office or offices for receiving and despatching letters and packets by post, and to receive, send, and deliver the same under such rates and sums of money as should be agreeable to the rates established by act of Parliament in England, or as the planters and others should agree to give on the first settlement. Under this power the king's Postmaster-General of England, at the request of Neale, deputed Andrew Hamilton, of New Jersey, "to Govern and Manage the said General Post-Office for and throughout all the King's plantations and Colonies in the main land or Continent of America and the Islands adjacent thereto. Hamilton applied to the Lieut.-Gov. and Council of Penna., May 19, 1797, for an encouragement to support the Post, and the Council Voted that a Bill be prepared for encouragement to support ye post both by the publick and upon private letters. The Act was prepared and passed in the same year." In the preamble it was stated "that the mantaining of mutual and speedy Correspondencies is very Beneficial to the King and his Subjects, and a great encouragement to trade, and that the same is best carried on and managed by Publick Post. As well as for preventing Inconveniences which heretofore have hapned for want thereof, as for a certain, safe, and speedy Dispatch, carrying and re-carrying of all Letters and Pacquets of Letters by Post to and from all parts and places within the Continent of America and several parts of Europe, and that the well ordering thereof is matter of General Concernm' and of great advantage. The act then went on to declare that there be from henceforth one general letter office erected and established within the town of Phila."[1]

The act established the following rates and regula-

[1] "Bench and Bar of Philadelphia," John Hill Martin.

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tions: Every single letter might contain merchants' accounts (none exceeding one sheet of paper), bills of lading, gazettes, invoices, or bills of exchange (if they did not exceed one sheet of paper). A packet was to be accounted three letters, at the least. If any letters or packets should lie or remain in the post-office uncalled for for the space of forty-eight hours, the postmaster might send them forth to the houses of the persons to whom they were directed, and receive therefor one penny more. Letters directed to or going from the Proprietary or Governor were to be free. Persons employed in the several stages within the province and territories might pass or repass every ferry without paying either for his own passage or for his horses'. Ferry-masters who refused transportation were liable to five pounds' fine. Ship-letters were also matters of concern, as is shown by the second preamble: "And whereas, upon the arrival of Ships into the Several ports of this province, many Letters directed to Several Merchants and others have been detained long, to the great damage of ye merchants, and want of that Speedy Advice which they might have had if the same had forth with been dispatched. And sometimes such Letters have been delivered by the Masters or Passengers of such Ships to ignorant and Loose hands that understand not the ways and means of speedy Conveyance and Delivery of Letters, whereby great Prejudice hath acrued to the affairs of merchants and others, as well as by the miscarriage of many letters, As many times by opening of the same to the discovery of the Correspondencies and Secrets of Merch^ts." It was, therefore, directed that all letters and packets brought into the province by any ship should be delivered to the master of the general letter-office for the time being, to be delivered by him according to the directions of the same. A fine of twenty shillings might be recovered against any master who refused to deliver such letters to the post-office, and for the encouragement of the shipmaster it was directed that he should receive from the master of the post-office one penny for every such letter delivered to him. There was an exception in favor of letters passing between consignors by the vessel and the merchants, masters, or owners, and in favor of any special messenger sent on purpose by the writer of a letter to deliver it to some other person. Any attempt to set up a private post (to the injury of the postmaster) for hire, or to "set up or employ any spot, Post-House, Post-Paquet, Boat, or Conveyance whatsoever, for carrying, conveying, or re-carrying any Lett^rs or Pacquets by Sea or Land," was subject to a forfeiture of forty pounds. The act was to remain in force seven years. The postage-rates were as follows: For every single letter to or from Boston or Rhode Island, eighteen pence, and so in proportion to the greatness and quantity of letters.

Single letters to or from Philadelphia, Piscataway, and other parts to the eastward of Boston, two shillings; to or from the post-road in Connecticut Colony, one shilling; to or from New York, eight pence; to or from any place within eighty miles of Philadelphia, sixpence; to or from Maryland or Virginia, eighteen pence. These rates were provided the letters went by post. If delivered into the office by any private person, rate four pence.

For letters greater than single, the rates were to be doubled.

Under this, the first establishment of the post in Philadelphia, Postmaster-General Hamilton appointed Henry Flower to be his deputy.

For the encouragement of Hamilton's post-office there was an allowance made by the province of Pennsylvania of twenty pounds per annum for three years. This sum had not been paid in 1701, when Hamilton petitioned the Provincial Council for the remuneration, and it was ordered that the treasurer pay the same out of the public stock as soon as he should have sufficient in his hands for that purpose.

When Gen. Braddock arrived, in 1753, he requested the establishment of a post between Philadelphia and Winchester for the forwarding of his dispatches. This request was laid before the Assembly, and seems to have been complied with, as it was noted in May, 1756, that the western post had not yet come in, owing, it was supposed, to the ravages of Indians near Winchester.

Postmaster-General Hamilton died in Philadelphia in 1709. In the succeeding year the British government took possession of the establishment of the post-office, and thenceforth it was managed in connection with the postal service of the British government, with chief officers at Edinburgh, Dublin, and New York. There was no material change in the management or system by reason of the assumption of the management of the post-office under the royal authority.

The advance of the post-office was slow. In December, 1717, Jonathan Dickinson wrote to a correspondent, "We have a settled post from Virginia and Maryland unto us, and goes through all our northern colonies, whereby advices from Boston unto Williamsburg, in Virginia, is completed in Four Weeks, from March to December, and in double that time in the other months of the year." In 1727 the mail to Annapolis went from Philadelphia once in two weeks in summer, and once a month in winter *via* New Castle to the Western shore and back to the Eastern shore. The mail for New York was carried weekly in 1729, in the summer time, and fortnightly in the winter months. For this reason the *Pennsylvania Gazette*, in 1729, announced that during the fortnightly stage to New York the paper would be continued only once in two weeks. Henry Pratt was riding postmaster for all the stages between Philadelphia and Newport, in Virginia, in 1738. He set out at the beginning of each month, and returned in twenty-four days. In 1748, Kalm, the Swedish traveler, remarked that when the vessel in which he arrived

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reached the city, many inhabitants came on board asking for letters. Those not called for were taken to the Coffee-House and not the post-office. The delivery of letters from the post-office to the persons for whom they were intended seems not to have been renewed as a custom, which was required by the act of 1797, when the royal authority took hold of the post-office.

The first penny-post, as it was called (meaning the delivery of letters from the post-office to persons to whom they were addressed), is said to have commenced in 1753. At the same time the advertising of lists of letters uncalled for commenced. In 1754 an immense advance was made by the establishment of a mail to New York three times per week in summer, and once a week in winter. In the next year Franklin, who was Postmaster-General, speeded the mail for New England by sending it out once a week all the year round, instead of once a fortnight, as formerly. By this arrangement a letter could be sent to Boston and a reply received in Philadelphia in three weeks, instead of six weeks, as formerly. Newspapers in 1758 were carried by the post-riders fifty miles for nine pence per year, and one shilling sixpence for one hundred miles. As no paper was published at this time oftener than once a week, these prices comprised fifty-two deliveries. It is supposed, but not known, that this small profit was a personal perquisite of the post-riders.

The stages for carrying travelers soon became more frequent than the mails. The new stage, in November, 1756, left John Butler's sign of "The Death of the Fox," in Strawberry Alley, for New York. The trip was made in three days, and a return in three days more, made one trip weekly between city and city. In 1765 this was improved upon by the establishment of a line of stages to New York twice a week. They also required three days for the trip, but the proprietors must have owned four or five coaches. The fare was two pence per mile. The "Flying Machine" set up by John Barnhill, in Elm Street, went in the summer time to New York in the remarkably short period of two days. Fare through, twenty shillings; for way passengers, threepence per mile. The vehicles used were wagons; the seats set on springs. John Bessonet & Co., in 1773, started stage coaches to New York, through in two days. Fare for inside passengers, four dollars; outside passengers, twenty shillings.

Up to the time of the employment of steamboats, the speed was not much greater. The latter, upon the Delaware River and streams on the coast of New Jersey, were enabled to shorten the time, but the stages across New Jersey were, as usual, slow. To get to New York in one day was a matter that might be accomplished in summer, but frequently occupied a day and a half,—passengers leaving Philadelphia in the morning slept in inns upon the route over night, and were enabled to reach the city of New York on the morning of the next day. Even as late as July, 1828, the *United States Gazette* of Philadelphia chronicled the fact that the morning papers from New York were received at their office in the evening of the day they were printed, nine hours and forty-three minutes from New York. At the same time it was a matter of congratulation that the time of travel between Philadelphia and Baltimore was shortened so much that passengers were carried through in one day.

William Goddard, in 1774, about the time that the First Continental Congress was in session, encouraged by the spirit which prevailed in the country, endeavored to set up an independent post-office establishment. Goddard, who was the publisher of the *Pennsylvania Chronicle*, had been surveyor of roads and comptroller of the post-office establishment under Franklin. He originated a plan for "the Constitutional Post," and traveled over the country to obtain support. His proposition was that subscriptions should be taken up to maintain the post; that the subscribers in each colony should annually select a committee from among themselves; and that the committee of each colony should appoint the postmaster, regulate the rates of postage, make contracts with the post-riders; to have charge of the mails, the colonial postmasters were to elect the Postmaster-General. Goddard went through the country endeavoring to gain support for his plan. In New England and New York he was encouraged, but he made few friends in Philadelphia. At a meeting of mechanics, about October, 1774, his plan was proposed for their acceptance, and they listened to some of his letters setting forth the merits of his scheme, but they refused to listen to the rest of them, declaring that Americans had their hands full, without setting up a post. He established his route, however, between Philadelphia and New York, and perhaps to other points, and placed his post-office at the London Coffee-House, where it was open for a short time, but soon closed for want of patronage.

As soon as it was perceived by the Continental Congress that it was necessary to supersede the royal authority, the importance of establishing a post-service was recognized. On the meeting of the Second Congress, in May, 1775, a committee was appointed to report the scheme of a post "for conveying letters and intelligence through this Continent." In July an act for that purpose was passed, the general post-office to be at Philadelphia. The Postmaster-General nominated was Benjamin Franklin, at a salary of one thousand dollars per annum. He was succeeded in the next year by Richard Bache. It was directed that there should be formed "a line of posts from Falmouth, New England, to Savannah, in Georgia, with cross-posts where needful." Under this arrangement a new system was established for carrying the mail. The riders ceased to go through from one extremity of the route to another, as Henry Pratt did in 1738. Mail riders were appointed for every twenty-five miles, to

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go through by night and day, carrying the mail one way, and receiving the return mail, when possible, to be carried the other way to the end of their station. At the same time advice boats were ordered to be established between North Carolina and Georgia, and the place wherever Congress was sitting. They were armed, and had a right to carry freights.

As soon as the Federal government went into operation, Congress set to work to establish the post-office. By act of Sept. 22, 1789, it was resolved that there should be a Postmaster-General, with assistant or clerk or deputies, the postmaster to be under the direction of the President in performing the duties of his office, which were to be "the same as they last were under the resolutions and ordinances of the late Congress." This was only an act to continue the post-office, and its time was limited to a year. By act of 1790, August 4th, it was again continued until March 4, 1791. And again by act of March 3, 1791, until the end of the next session of Congress. All letters to and from the treasurer, comptroller and auditor of the treasury, and the assistant secretary of the treasury on public service were to go free of postage, and the Postmaster-General was to extend the carrying of the mail from Albany, N. Y., to Bennington, in Vermont.

On the 20th of February, 1792, a long act was passed by which were established a great number of post-roads, extending from Wiscasset, Me., to Savannah, in Georgia, passing through many cities, towns, and villages, with branches, lateral extensions, cross extensions, etc., extending westward in all the States as far out as Lexington and Danville, Ky., to Hagerstown, Chambersburg, and other places. It was directed that a general post-office should be established at the seat of government of the United States, which was then at Philadelphia, and that the Postmaster-General should have authority to appoint deputies at the offices. He was to provide for carrying the mails "by stage-carriages or horses, as he may judge most expedient, and to regulate the manner in which deputy postmasters should discharge their duties. Persons obstructing the passage of the mails, or of any horse or carriage carrying the same, were liable to a fine of one hundred dollars, and ferrymen delaying the mail to a penalty of ten dollars for each half-hour of delay. Mails were to be kept open for the reception of letters until within half an hour of the time for forwarding. The salary of the Postmaster-General was two thousand dollars per year, and of his assistants one thousand dollars, without fees or perquisites. The rates of postage were heavy. The following was the postage to be charged on each single letter:

	Cents.
Not exceeding thirty miles	6
Over 30 and not exceeding 60 miles	8
" 60 " " 100 "	10
" 100 " " 150 "	12½
" 150 " " 200 "	15
" 200 " " 250 "	17
" 250 " " 350 "	20
" 350 " " 450 "	22
" 450 miles to any distance	25

Rates from one port to another in the United States packet-boats or vessels provided by the government:

	Cents.
For each single letter	8
" double "	16
" triple " or packets	24

Ship letters brought into the United States to be carried at the same rate.

In order that ship-letters should be promptly delivered, it was directed that no vessel entering port should be allowed to break bulk till the master or commander had delivered to the postmaster all letters brought with him directed to persons within the United States, except such as were for the owners or consignees. The shipmaster was to receive two cents for each letter so delivered to the post-office. There were penalties for delaying, secreting, opening, embezzling, or destroying letters by persons employed in the post-office department, penalty or such fine not exceeding three hundred dollars, or imprisonment not exceeding six months, or both, according to the circumstances and aggravations of the offense. But if it should happen that the letters so dealt with contained any bank-note, bill of exchange, Treasury warrant, assignments of stock, letter of credit, promissory note, with other valuable papers specially named, the punishment was to be death. The punishment of robbing the mail, or a carrier of the mail, was death. Regulations were made for publishing the address of letters uncalled for every three months, forwarding dead letters to the Postmaster-General for examination, and return of valuable articles therein to the person by whom the letter was written. Very liberal provisions were made for sending letters free by officers of the national government, congressmen, etc. A free exchange of one copy of a newspaper by the printer thereof, and sent to any other printer of newspapers, was established. Newspapers conveyed in the mails under cover open at one end were to be carried, not more than one hundred miles, for one cent, and one and a half cents for any greater distance. One-half of the newspaper postage was allowed to be received by deputy postmasters for their own use. Regarding the compensation of deputy postmasters, this was to be fixed by the Postmaster-General by salaries and commissions on the amount of business done, no compensation to any one postmaster to exceed eighteen hundred dollars per annum. This act was the foundation of all subsequent acts in relation to the post-office, there being modifications at various times in the postage charges, the establishment of delivery of letters to persons to whom they are addressed, methods of transportation, compensation to postmasters and others, and many other modifications made necessary by the immense changes in the population of the country, and the tremendous increase in the volume of correspondence which seems to have followed every reduction in the amount of postage.

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LOCATION OF POST-OFFICES IN PHILADELPHIA.

1728.—At Andrew Bradford's house, Second Street.
1734.—In Second Street.
1737.—At Franklin's house, Market Street.
1771.—At Foxcroft's house, Market Street, near Fourth.
1775.—At Goddard's Constitutional Post-Office, at Coffee-House, southwest corner Front and Market Streets.
1782.—At Widow Budden's house, Front Street, below Market, east side.
1784.—At corner of Front and Market Streets.
1785.—At corner of Front and Chestnut Streets.
1790.—At No. 7 South Front Street, below Market.
1791.—No. 36 South Front Street, north of Chestnut.
1793.—During yellow fever, at old college, Fourth Street, below Arch.
1794.—At No. 34 South Front Street.
1797.—During yellow fever, at Dunlap's stable, Twelfth Street, below Market.
1798.—During yellow fever, at north side of Market Street, first house west of Eleventh Street.
1799.—At No. 27 South Third Street, below Elbow Lane, east side.
1799.—During yellow fever, at the upper end of Market Street.
1802.—During yellow fever, at Dunlap's stable, Twelfth, below Market Street.
1805, September.—During yellow fever, at the house of James Traquair, northeast corner Tenth and Market Streets.
1814, June.—At southwest corner of Third and Market Streets.
1815.—At No. 27 South Third Street, for a short time.
1816.—At No. 116 Chestnut Street, south side, corner Carpenters' Court.
1828.—At No. 107 Chestnut Street, north side, corner Franklin Place.
1834.—At Philadelphia Exchange, north side, on Dock Street.
1854.—At Jayne's building, Dock Street, below Third, north side.
1863, February 27th.—Chestnut Street, below Fifth, south side.
1884.—Northwest corner of Ninth and Chestnut Streets.

The carrier delivery of the Philadelphia post-office covers the greatest territory of any city in the world, excepting London. The New York post-office serves forty square miles of territory; the Philadelphia central office serves seventy square miles, and it has in addition thirty sub-stations and fifty stamp agencies, covering an aggregate of one hundred and twenty-one square miles, all within the boundaries of the city of Philadelphia. The London postal service covers two hundred and twenty-five square miles.

The official "Post-Office Guide" for the year 1883 shows the relationship of Philadelphia to the other large offices to have been:

	Number of pieces mailed.		Number of pieces mailed.
New York	489,741,230	St. Louis	80,527,232
Philadelphia	181,952,232	Baltimore	34,957,920
Chicago	170,144,146	Washington	28,937,208
Boston	140,881,496	Indianapolis	13,282,434
Cincinnati	86,636,752		

In all post-office documents, however, of late years, Philadelphia leads the list, because the business of its office is conducted with the least number of errors and greatest profit.

The new granite building fronting on Chestnut, Ninth, and Market Streets, erected for the post-office, United States Court, and officers of the Federal government, was occupied and opened for business for the first time in March, 1884. For eleven years this expensive edifice has been spreading and rearing its gray granite proportions, until now (March 20, 1884), with a frontage of four hundred and twenty-five feet, a depth of one hundred and seventy-five, and one hundred and sixty-four feet in height, it is the largest-looking and most substantial edifice, with the exception of the new City Hall, in Philadelphia. The work of digging for the foundations of this magnificent structure began Oct. 14, 1873. The site is the most expensive that has ever been selected for a post-office. Its cost alone was $1,491,200.99. The entire cost of site, building, furniture, machinery, and interior fixtures, when completed, it is estimated will amount to about $8,000,000. The actual cost of the building itself has only been about $4,500,000.

From the first the actual work has been under the direction of A. M. Smedley, with John McArthur, Jr., as nominal superintendent. In turn H. H. Bingham, George W. Fairman, A. Loudon Snowden, and Gen. Hartranft, as postmasters, have been custodians of the work and disbursing agents of the funds. The latest and most important share of the work has fallen upon Gen. Huidekoper, the present postmaster.

As a comparison, we give the square feet of area covered by the six largest post-office buildings in the United States:

Baltimore	29,500	Cincinnati	59,100
St. Louis	49,028	Philadelphia	67,121
New York	49,323	Chicago	70,446

While the Philadelphia post-office does not cover the largest space, it is, however, the finest, most complete, and costly, and more thoroughly equipped than any other post-office building in the country.

Scanning the splendid front of this expensive structure, which is on Ninth Street, the eye has to take in at a glance the whole five stories, extending from Chestnut to Market Street, a long stretch of nearly five hundred feet of massive masonry, with one hundred and eighteen windows, flanked by one hundred and eighty Ionic fluted shafts and ten immense doorways, each porticoed with a dozen immense granite columns, standing in groups of two at each side. The central part of the front rises the five stories, the upper story forming a part of the dome, which is heavy, but not high. This central part is five windows wide down to the great central portico, inclosing the three central doors, which have also a window at each side. It projects out farther than any other part of the building, and shows a little more elaboration and carefulness of construction than the rest. Extending from this centre toward Chestnut Street are three sections, each varying in projection, and three similar ones extend to Market Street. The sections nearest the centre on each side are set back flat, and are each seven windows wide above, with four doors and six windows below. This section, like the two sections, each three windows wide, adjoining it and extending to the corners, is but four stories high. The windows of the first story, reaching almost from floor to ceiling, are over four times as high as a full-grown man, and the windows above, although they diminish in size, are proportionately large. The actual heights are:

	Height. feet.	in.		Height. feet.	in.
First story	27	3	Fifth story	18	6
Second story	22	3	Dome	50	8
Third story	20	9			
Fourth story	15	6	Total height	163	11

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The whole surface of the front and sides is granite, with nothing else in sight to break the grandeur and harmony of the pile. Even the plate-glass in the walnut frames of the windows is set back so far that in an oblique view the heavy sills and jutting sides produce an almost fortress-like effect. The only points at which full round granite columns are introduced are in the three porticoes ornamenting the principal groups of doorways, three in the central section, and the two nearest the Market and Chestnut Streets corners. There they stand out boldly on stalwart pedestals, and support the usual frieze and fillet with round marble teeth or colonettes, forming a little railing on top. The building line is set very far back from the curb line, probably fifty feet, and from the line of each of the projecting porticoes to the other a low railing extends, inclosing a space of twenty or twenty-five feet, which helps to set off the building. The character of the architecture generally preserved within as well as without is Romanesque.

NEW POST-OFFICE IN 1884.

There are no doors on either the Market or Chestnut Street sides. On Chestnut Street a plain granite elevation, with forty-four windows in it, the central section five windows wide for four stories, with three windows on each side, and three windows on top in the fifth story, or attic, is all that is to be seen. The only ornamental feature is the repetition of the mezzo-portico over the central windows of the first and second stories. The Market Street side is an exact fac-simile. In all probability the building is the best designed for its purpose of any erected in America. Without going into the details of the arrangement of the upper floors, there are one hundred and forty actual rooms in the building, ranging in size from the work-room, in which several regiments could drill, to the smallest, which would hold at least a full-sized company. There are on the first floor seventeen rooms; on the second, forty rooms; on the third, forty rooms; on the fourth, thirty-two rooms; and on the fifth floor, eleven rooms, a total of one hundred and forty rooms. The doors, window-frames, etc., all through the building are dark-red mahogany. The furniture is the same, even the tables in the post-office work-room. In the finer private offices there is leather upholstery. Some of the carpets are old gold and very æsthetic. Every door and window in the building has a solid iron screen slid into the wall, and when these are in place, it is asserted, the building is absolutely fire-proof. These iron doors alone cost one hundred thousand dollars. The building is lighted by six hundred incandescent electric lights. A few of the striking and interesting facts concerning this superb building, said to be the finest government structure outside of Washington, are as follows:

Front on Ninth Street..................	425 feet
Front on Chestnut Street..............................	175 "
Height from pavement to dome............	164 "

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Length of front corridor	254 feet.
Width of front corridor	18 "
Height of first story	27 "
Length of work-room	254 "
Depth of work-room	124 "
Number of rooms	146
Number of windows	235
Exterior stone columns	28
Exterior fluted shafts	324
Columns in work-room	70
Letter-drops	17
Lock-boxes	1,614
Total square feet of area[1]	67,121
Electric lights	600
Cost of site	$1,491,200
Cost of building	4,508,800
Furniture and machinery	2,000,000
Estimated total cost	$8,000,000

The statistics of the office are as follows:

Employés, total	1291	833
Carriers and sub-carriers		458
Wagons		34
Sub-stations		30
Stamps, annual sales		$1,500,000
Mail matter handled, pieces daily		500,000

POSTMASTERS AT THE CITY OF PHILADELPHIA.

1696.—Andrew Hamilton, Postmaster-General; 1 C. R., 463.

1698.—Henry Flower,[2] Sept. 2, 1698.

1707.—Capt. John Hamilton; 2 Logan Papers, 228.

1722.—Henry Flower, *Potter's American Monthly*, 1875, p. 891.

1725.—Andrew Bradford.

1737.—William Spotswood, Postmaster-General.

1737.—Benjamin Franklin, *Harper's Magazine*, October, 1871.

1753.—Benjamin Franklin and Peter Hunter, Postmasters-General.

1753.—William Franklin.

1757.—Peter Franklin, brother of Benjamin; 4 Pennsylvania Archives, 257.

1759.—Josiah F. Davenport (about this time).

1767.—John Foxcroft,[3] a relative of Franklin's wife.

1774.—William Bradford.

1775.—William Franklin,[4] called comptroller of the general post-office at Philadelphia.

1775.—William Goddard[5] (Constitutional Post).

1775.—Richard Bache, deputy to Franklin.

1776.—Richard Bache, Postmaster-General. He was appointed by Congress on Nov. 7, 1776.

1776.—Peter Baynton.

1782-89.—Ebenezer Hazard, postmaster to the United Colonies.

James Bryson, appointed	Jan.	28, 1782
Robert Patton, appointed	Oct.	2, 1789
Dr. Michael Leib, appointed	Feb.	14, 1814
Richard Bache, appointed	Feb.	26, 1817
Thomas Sergeant, appointed	April	16, 1828
James Page, appointed	April	11, 1833
John Crathorne Montgomery, appointed	March	23, 1841
James Hoy, Jr., appointed	June	26, 1844
Dr. George F. Lehman, appointed	May	5, 1845
William J. P. White, appointed	May	9, 1849
John Miller,[6] appointed	April	1, 1853
Gideon G. Westcott, appointed	March	19, 1857
Nathaniel Borradaile Browne, appointed	March	30, 1859
Cornelius A. Walborn, appointed	April	20, 1861
Charles M. Hall, appointed	Oct.	—, 1866
Henry H. Bingham, appointed	March	23, 1867
George Walter Fairman, appointed	Dec.	10, 1872
Archibald Louden Snowden, appointed	Dec.	11, 1876
John Frederic Hartranft, appointed	Feb.	17, 1879
James T. Bingham,[7] appointed	July	—, 1880
Henry S. Huidekoper, appointed	Dec.	—, 1880

United States Mint.—Some of the American colonies either issued or allowed to be issued, under their authority, various coins of copper and silver, but in Pennsylvania no attempt was made in that direction. The record is extant of the case of Charles Pickering, a lawyer, and a man in some authority under Penn, who attempted to engage in a coinage speculation in 1683. He was charged before Penn himself in Council, on the 28th of October of that year, with being concerned, together with Samuel Buckley, in coining pieces of silver, being Spanish bits and Boston money. This they confessed, and acknowledged that they had put out some of those new bits, "but they say that all their money was as good silver as any Spanish money." The trouble seems to have been that, although the silver was pure, there was too much of an alloy of copper or brass. Pickering and Buckley alleged that John Rush was concerned with them in the making of the bits, which Rush denied. It was resolved that there should be a proclamation against these new bits and New England shillings, and that they should be cried down. The trial was a peculiar one. The Council ordered a special grand inquest to be summoned and examined, and appointed a special attorney, John White. A special petit jury was also summoned. Pickering said that nobody should lose anything by him; but he was found guilty, together with Buckley and Robert Fenton, who had made the seals or dies for the money. Pickering was sentenced to pay to every person who should bring in within the space of one month "this false, Base, and Counterfeit Coyne." The pieces so redeemed were to be his property, but they were to be melted in gross before the metal was returned to him. He was also sentenced to pay a fine of forty pounds "toward ye building of a Court House in this Towne." Buckley was fined ten pounds "toward a public Court House here," while Robert Fenton, being a servant, and having confessed the truth, was only sentenced "to sitt an hour in the Stocks tomorrow morning." Pickering suffered very little by this transaction, and afterward held public situations of trust. His coin must have been nearly up to standard value, and doubtless was redeemed according to the sentence of the court.

In New England there was difficulty after the first settlements for the want of a currency. In Massachusetts they tried to make out with Indian wampum and seawant. At one time "country pay," including corn, all kinds of grain, peas, and live-stock, were received at the colonial treasury for taxes. The General Court of Massachusetts passed a law at an early day that

[1] Area of New York post-office, 49,028 square feet.

[2] Chapter 50 of the laws (unprinted). Session 1700-1, an act was passed for erecting and establishing a post-office at Philadelphia; 1 Dallas Laws, 15.

[3] John, not Thomas, "Journal of Hugh Finlay," xxiii. and xxiv.

[4] See letter in the *Delaware County Republican*, Jan. 28, 1876, copied from the *Pennsylvania Magazine* of 1775, as follows, which explains itself:

"GENERAL POST-OFFICE, Philadelphia, Feb. 14, 1775.

"It having been found very inconvenient to persons concerned in trade that the mail from Philadelphia to New England sets out but once a fortnight during the winter season, this is to give notice that the New England mail will henceforth go once a week the year round; where a correspondence may be carried on and answer obtained to letters between Philadelphia and Boston in three weeks, which used in the winter to require six weeks.

"By command of Postmaster-General,

"WILLIAM FRANKLIN, Comptroller."

[5] Benjamin Franklin, Postmaster-General, appointed William Goddard surveyor of the post roads and comptroller of the post-office. See "Writings of William L. Goddard," 1 vol. xii.

[6] Died Jan. 30, 1878, aged sixty-five.

[7] Appointed by Hartranft's sureties according to act of Congress.

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musket-balls of full bore should pass currently for a farthing each, but this sort of legal tender was not allowed to be carried to an inconvenient extent. No man could be compelled to take more than twelve pence worth, or forty-eight of them at one time. This sort of money could not have been of plentiful issue, as afterward the General Court of Massachusetts was compelled to pass a law to the effect that upon executions on judgments for old debts the officers of the law might take lands, houses, corn, cattle, fish, and other commodities, which, after being valued, were to be turned over to the creditor in satisfaction of his debt. The only hard money in circulation was such as had been brought from England, with Holland and other foreign coins. These colonists were continually in debt to the people abroad, from whom they obtained supplies. The merchants in the English and Dutch West Indies drained them all the time of their gold coin.

In 1652 Massachusetts resolved to establish a mint, a dangerous invasion of the royal prerogative; but as as there was no king in England at the time, the commonwealth under Cromwell being in power, it was considered expedient to take the risk. The Mint-House was established at Boston, and John Hull was appointed master of the Mint, with authority to coin twelvepence, sixpence, and threepence pieces. They were to be of the just alloy of new sterling English money, but in order to prevent their being exported, they were ordered to be of less value by two pence in the shilling than the English coins, and lesser pieces proportionally. The earliest pieces, bearing the date 1650, which were issued by this authority, had on one side in the centre, in a ring of dots, a rude representation of a pine-tree, with the inscription, "Massachosets. N. E." On the other side, in the centre, "1650;" "xii." under it, and upon the outer circle "New . England . and." There seems to be some doubt as to whether these coins were struck in Massachusetts at all. One numismatist believed that they were made in New Castle, England, while another says that they were made in Newark, England. It is not necessary to follow up here this interesting subject of the Massachusetts currency. Commenced in an invasion of the supreme authority, there were occasional contests with the English Mint officers, which were terminated in 1686 by prohibiting the issue by the Massachusetts Mint of sixpences, groats, and pennies. In Maryland a shilling was issued bearing a bust of Lord Baltimore, 1659. Various pieces of copper and silver were issued between the time of the settlement of the colonies and the Revolution, which were ascribed to various North American colonies, as, for instance, the Carolina half-penny, 1694; the New England half-penny, 1694. These were really struck in Great Britain, with others which were brought over to America and circulated, among them the Rosa Americana, 1722, and afterward the Granby and Connecticut coppers, Virginia silver and copper half-pennies, French pieces for Louisiana, and Spanish pieces for Florida. As soon as the Revolution had fairly set in, coining became quite common. Private speculators struck off numerous pieces of small value in copper or silver. The States, which were not now under awe of the royal prerogative, authorized coinage. Even England came to our assistance by striking pieces at nominal values beyond their worth, and sending them over to this country.

Various curious pieces were brought out, among which may be mentioned several varieties and with different designs, in copper principally, called Washington pennies and Washington pieces; Continental currency, 1776; Janus, 1776, copper; Massachusetts pine-tree coppers, 1776; U. S. A. coppers, supposed to have been issued in 1776; Non Depen—dens. status, 1778; Nova Constellatio, copper and silver, 1783 and 1785, and gold in 1785; Annapolis shilling, sixpence and threepence, 1783; Washington cent, 1783; Washington tokens, 1783; Confederatio, copper, 1785. Several pieces in copper were issued under authority of the State of Vermont, and a large number under authority of Connecticut, and many under the law of New Jersey between 1776 and 1788. New York, in 1786–87, authorized the coining of copper and gold coins.

In 1786, October 16th, the Congress of the Confederation passed an ordinance for establishing a Mint of the United States and for regulating the value and the alloy of the coin thereof. A contract was made, and on the 6th of July, 1787, the government ordered that its copper coin should bear the following inscriptions and devices:

Device.—A dial, with the hours expressed upon the face, with "fugio" on the left and "1787" on the right. A meridian sun above the dial, and below it the

Legend.—"Mind your Business."

Reverse.—Thirteen circles, linked together, forming a large circle. In the centre of the same a small circle, with "United States." Around it and in the centre, "We are one."

This piece was coined by contract, and was the only legal coinage of the United States copper coins until the year 1793, except the experimental pieces of three varieties, coined in 1791, and called the Washington cent.

On the 3d of March, 1791, the Congress of the United States, established under the Federal Constitution, passed the following resolution:

"That a Mint shall be established under such regulations as shall be directed by law.

"*Resolved*, That the President of the United States be, and he is hereby authorized to cause to be engaged such principal artists as shall be necessary to carry the preceding resolution into effect, and to stipulate the terms and conditions of their service, and also to cause to be procured such apparatus as shall be requisite for the same purpose."

On the 2d of April, 1792, Congress passed "an act

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establishing a Mint and regulating the coins of the United States.

"That a Mint for the national coinage be and the same is established, to be situate and carried on at the seat of the government of the United States for the time being; and that for the well-conducting of the business of the said mint there shall be the following officers and persons, namely: a director, an assayer, a chief coiner, an engraver, a treasurer."

The act then went on to describe the duties of the officers. The director "shall employ as many clerks, workmen, and servants as he shall from time to time find necessary, subject to the approbation of the President of the United States. . . . He shall have the chief management of the business thereof, and shall superintend all other officers and persons who shall be employed therein. The assayer was to "receive and give receipts for all metals which may lawfully be brought to the mint to be coined, . . . assay all such of them as may require it, and . . . and deliver them to the chief coiner to be coined." The chief coiner was to "cause to be coined all metals which shall be received by him for that purpose." The engraver was to "sink and prepare the necessary dies for such coinage, with the proper devices and inscriptions," but it shall be lawful for the functions and duties of the chief coiner and engraver to be performed by one person. The treasurer was to "receive from the chief coiner all the coins that shall have been struck, and shall pay or deliver them to the persons respectively to whom the same ought to be paid or delivered. He shall, moreover, receive and safely keep all monies which shall be for the use, maintenance, and support of the Mint, and shall disburse the same upon warrants signed by the director." Each of these officers was to give a bond, with one or more sureties, to the satisfaction of the Secretary of the Treasury, in the sum of $10,000, conditioned for the faithful and diligent performance of the duties of his office. The yearly salaries of these officers were as follows: Director, $2000; assayer, $1500; chief coiner, $1500; engraver, $1200; treasurer, $1200; to each clerk, not exceeding $500; and to subordinate workmen and servants, such wages and allowances as are customary and reasonable. The President of the United States was authorized to cause to be provided and put in proper condition such buildings and in such manner as shall appear to him requisite for the purpose of carrying on the business of the same Mint. The coins were to be of gold, silver, and copper. The gold coins were to be eagles, value of $10 or units, and to contain 247 grains, and $\frac{1}{2}$ of a grain of pure gold, or 270 grains of standard gold; half-eagles, each of the value of $5, and quarter-eagles, each of the value of $2.50, were to be of relative proportions of pure and standard gold. The dollar was to be of "the value of a Spanish Mill Dollar, as the same is now current, and to contain 371 Grains, and $\frac{4}{16}$ parts of a Grain of pure, or 416 Grains of Standard Silver. The Half Dollar and the Quarter Dollar were to be of proportion in the amount of pure and standard metal. The Disme was to be the value of $\frac{1}{10}$ of a dollar, in the same proportions of pure and standard metal, and the Half Disme was to be the value of $\frac{1}{20}$th of a dollar. The Cent to be the value of 100th part of a dollar, and to contain 11 penny weights of copper. The half-cent to be half the value of the other in the weight of the metal. Section 10th said,—

"That upon the said coins, respectively, there shall be the following devices and legends, namely: Upon one side of each of the said coins there shall be an impression emblematic of liberty, with an inscription of the word Liberty, and the year of the coinage; and upon the reverse of each of the Gold and Silver Coins there shall be the figure or representation of an Eagle with this Inscription: 'United States of America;' and upon the reverse of each of the Copper coins there shall be an inscription which shall express the denomination of the piece, namely: cent, or half cent, as the case may require."

The proportional value of gold to silver was fixed as 15 to 1, according to the quantity in weight of pure gold or pure silver. Every 15 pounds weight of pure silver was to be of equal value, in all payments, with 1 pound weight of pure gold. The standard for gold coins was 11 parts fine to 1 part alloy. The alloy to be composed of silver and copper in such proportions, not exceeding one-half silver, as should be found convenient. The standard for silver coins was to be 1485 parts fine to 179 parts alloy, or 1485 parts in 1664 parts of the entire weight of pure silver. Gold and silver coins struck at the Mint were declared to be legal tender. There were directions for an annual assay and other necessary matters. By the act of March 3, 1795, an additional officer was directed to be appointed in the Mint by the name of "The Melter and Refiner." He was to take charge of all copper, silver, and gold bullion delivered out by the treasurer of the Mint, after it had been assayed, and to reduce the same into bars or ingots fit for the rolling-mills, and then to deliver them to the coiner or treasurer, as the director shall deem expedient. He was to give bond in the sum of $6000 for the performance of his duties, and was allowed a salary of $1500 per year. It will be observed that according to the terms of the act of 1792, the Mint was to be located at the seat of government for the time being. After Congress went to Washington City, the act of March 3, 1801, declared that the Mint should remain in Philadelphia until the 4th of March, 1803. This act for continuing the Mint was revived time after time for terms of five years. In 1828, May 19th, it was enacted that the act of 3d of March, 1801, concerning the Mint, should be revived and continued in force and operation "until otherwise provided by law." Practically this made the position of the Mint more permanent. Fifty-six years have rolled on, and the location in Philadelphia has not been disturbed, although there have been oc-

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casional efforts to remove the institution to other cities.

Under the act of 1791 the President was authorized to employ artists, etc., for the purposes of establishing a Mint. During the time that succeeded the passage of that act and the full Mint Act of 1792, it is believed that experiments were made in coinage in Philadelphia. John Harper, a manufacturer of saws at the corner of Sixth and Cherry Streets, is credited with the coinage of one of the Washington pennies of 1791, which was struck in his cellar upon an old press probably imported from England, and afterwards used in the Mint. The piece ascribed to Harper's press was of copper. It bears a clumsy likeness of Washington attired in military costume, his hair dressed with a cue in the old-fashioned style, date 1791; legend, "Washington President." On the reverse appears the upright eagle with wings outspread, his claws grasping respectively the olive-branch and thirteen arrows. The national escutcheon is on his breast, and the motto "Unum E Pluribus," inscribed upon the ribbon which is held in the beak. There are no stars on this coin. In 1792 a copper coin much resembling the above, designed by Adam Getz, engraver, of Lancaster, together with some silver half-crowns from the same die, are said to have been struck under the superintendence of Adam Eckfeldt, who was for many years chief coiner of the Mint, upon a press manufactured by Mr. Harper in a cellar on Sixth Street, nearly opposite Carpenter. In 1792 a half-dime was prepared, with the female head wearing ear-rings, and the hair brushed back in the fashion of the time. It is said that the features of the face resemble those of Mrs. Washington. On the other side an eagle shaped something like a hawk was represented flying beneath the words "half disme" above a star. On the face was the legend "Lib. par. of Science and Industry" (Liberty parent of Science and Industry), and on the reverse "Uni. States of America." These pieces were struck at Harper's cellar, Sixth and Cherry Streets, from a deposit of one hundred dollars' worth of silver bullion made by Washington himself. The pieces were distributed by him to particular friends in the United States and Europe, and were never intended to be currency. The act of 1792 put an end to the idea of placing the head of Washington upon the national coin, and it is represented that he discouraged such devices, and selected the female head of Liberty instead.

Under the act of 1792, the first thing necessary to put the Mint in working order was the appointment of the officers who should have charge of the establishment. Washington selected for director David Rittenhouse, the astronomer, on the 1st of July, 1792. Henry Voight, watch-maker, assistant of John Fitch in the manufacture of machinery of the first steamboat, was made chief coiner, and Tristram Dalton treasurer. In the succeeding year Albion Cox was appointed chief assayer, and Robert Scot engraver. The first matter of importance was to obtain the proper buildings for the accommodation of the machinery and the officers of the establishment. For this purpose a lot of ground on the east side of Seventh Street, north of Farmer's Alley [afterward Sugar Alley, afterward Farmer's Street, and now Filbert Street], was purchased. There was an old still-house and other buildings upon it. On the 19th of July six men were employed in removing the buildings. On the 31st of July the foundation-stone was laid by David Rittenhouse, and work was commenced at once. The foundation was ready for the superstructure on the 25th of August. The frame-work was raised in the afternoon of that day. Preparations were made in the "shop" for setting up bellows, etc., on the 7th of September. Six pounds of old copper were bought for the Mint, at one shilling threepence per pound, three days afterward, being the first metal for coinage. Three coining-presses, imported from England, arrived September 25th, and were put in operation about the 1st of October. Washington, in his message to Congress, Nov. 6, 1792, said, "There has also been a small beginning in the coinage of half-dimes, the want of small coins in circulation calling the first attention to them." There were coined in 1792 the dime and half-dime and the cent. The silver dollar and half-dollar were coined in 1794, and gold eagles and half-eagles in 1795. The Mint building, still standing on the east side of Seventh Street, and finished in 1792, was the first piece of property owned by the United States of America. It was very plain, of brick, three stories in height, with a central doorway leading to a hall, which ran through to back buildings. Space on each side of the hall was used for offices. In the rear, in old wooden buildings, was the coining-room and melting apartment. There was access to these buildings by a gateway upon Farmer's Alley, which opened to a passage running between the front and back buildings. Up to 1816 the work of coinage at the Mint was done by hand- or horse-power. In the latter year the use of steam was introduced for operating the presses. During the yellow fever years, 1797–99 and 1802–3, the work of the Mint was suspended.

Humble as it really was, this establishment was conducted with great care, under the management of eminent men, for many years. The increase in the size of the country, the growth of the population and wealth, rendered it necessary that better quarters should be obtained. The Secretary of the Treasury and the President considered this matter.

On the 2d of March, 1829, a resolution was passed by Congress making a liberal provision for the erection of a suitable building for the purposes of a mint. A lot of ground was purchased at the northwest corner of Chestnut and Juniper Streets, extending northward to Olive Street, one hundred and fifty feet front by two hundred and four feet deep. The architect was William Strickland. He furnished the design for a building of the Ionic order, taken from the celebrated Grecian temple on the Ilyssus, near Athens, having

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porticoes, sixty feet front, with six pillars of the Ionic order upon the north and south fronts. The buildings consist of a basement, principal and attic stories. The front is one hundred and twenty-three feet, and the building carried of that width from street to street one hundred and ninety-three feet, including therein two porticoes, each of twenty-seven feet in depth, making the building space one hundred and twenty-three feet wide by one hundred and thirty-nine feet deep, leaving small open spaces on the east and west sides. The corner-stone was laid July 4, 1829, by Samuel Moore, then director of the Mint, but the edifice was not finished and occupied until May, 1833. The form of the building was a quadrangle, with an open court in the centre, fifty-five by eighty-four feet in space. It was overlooked from piazzas in each story connected with all parts of the building, and to give additional light to the various departments. The officers' rooms, vaults, etc., were on the Chestnut Street front, and part of the western flank was arched in a complete fire-proof manner. The entrance was from the south portico into a circular vestibule, communicating immediately with the apartments of the director and treasurer, and arched passages with those of the chief coiner, melter, and refiner, and with the rooms for receiving bullion and delivering coins. The east flank and north section of the edifice contained the rooms appropriated to the operations of the chief coiner. There were two rooms for laminating ingots of fifty-five feet by forty, opening to the north portico. The propelling steam-power was placed in the basement story. A range of apartments extending one hundred and thirty feet by thirty-two, was appropriated to the more immediate operations of coinage and the machinery connected therewith. The principal coinage-room, thirty-seven feet by thirty-two, was sufficiently capacious to contain ten coining-presses. The west flank was occupied by the melter and refiner, and accommodated in a range of apartments extending ninety-five feet by thirty-two. The principal melting-room was an apartment of thirty-seven feet by thirty-two, and the process of gold and silver parting, for which a contracted space would be peculiarly unfit, was provided for in an apartment of fifty-three feet by thirty-two. The marble staircase in each wing of the southern front communicated with the attic story, in which, on the west, were the apartments of the assayers and engravers, the former upon the west and the latter upon the east.

UNITED STATES MINT.

Upon the south front, in the second story, is placed the cabinet, which contains not only specimens of all the coins struck by the Mint, but many curious and rare foreign pieces. Among them is the "widow's mite," the smallest in value of all ancient coins which are mentioned in the New Testament. There are coins of the Greek Republic in large variety; coins of Ægina, claimed to have been struck seven hundred years before Christ; coins of Athens and of the Greek colony of Massilia, settled about six hundred years before Christ, upon the coast of Gaul, on the spot now known as Marseilles, in France; coins of the Greek monarchies, dating back to five hundred and fifty years before Christ, including several of Alexander the Great, of Macedon; coins of Darius, of Persia; Egyptian pieces; Syrian and Hebrew coins; Roman coins, over one thousand in number, of the earlier periods; Imperial coins, from Julius Cæsar down to the time of the Eastern Empire, covering eight centuries; Oriental coins, from Burmah, Siam, and China; African ring money; Japanese, and other pieces of money of Eastern nations. Modern Europe is represented by French coins, covering one thousand years; German, Swiss, Danish, Norwegian, Swedish, and Russian coins in great variety; and English coins from an early period, dating from the reign of the Saxon kings, and coming down from William the Conqueror to Queen Victoria. Portuguese and Spanish coins are numerous; Mexican, Brazilian, and South American coins in great variety; coins of the Sandwich Islands, from the time when they began to be civilized; the American colonial coins of Massachusetts and the various provinces; the Summer Islands or Bermudas pieces; and coins of English, Spanish, and Portuguese colonies; the various coins struck for use in the United States after the Revolution, including the rare New York doubloon of 1787, value sixteen dollars; the Washington cent, so called, in variety, and various tokens; also a full collection of medals struck by order of Congress and for private purposes to commemorate great events, as well as foreign medals of rarity and historical value. When the Mint was finished the roof was covered with copper. The intention was to furnish commodious quarters, but the growth of the United States has been so rapid, and the necessities of the Mint so great, that every available inch of space has been taken up. The court-yard has been filled with buildings, and from

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them, out of necessity, ascends a tall brick chimney, towering far above the roofs, and being in strange contrast with the classic character of the marble building which surrounds this structure on all sides.

The interests of the country—such was the argument—required in the course of years that branch Mints should be established in various parts of the United States. Really the only necessity was for the placing of national establishments and buildings in the sections favored, and the distribution of offices and salaries among their residents. Under the greed for office, frequent assaults have been made upon the Mint at Philadelphia with effort to remove it elsewhere. Failing in the full endeavor, partial satisfaction has been given to local feeling by the establishment of branches. The latter have really been of little necessity or assistance, and have only divided work which the parent Mint could have done entirely. The places at which branch Mints or assay-offices have been set up are as follows:

March 3, 1835.—Branch at the city of New Orleans for the coinage of gold and silver.

March 3, 1835.—Branch at Charlotte, Mecklenburg Co., N. C., for the coinage of gold only.

March 3, 1835.—Branch at Dahlonega, Lumpkin Co., Georgia, for the coinage of gold only.

1852.—Branch Mint at San Francisco, Cal.

1863.—Branch Mint at Carson, Nev.

1864.—Branch Mint at Dallas City, Oregon.

1873.—Branch Mint at Denver, Col.

Feb. 12, 1873.—Assay-office at New York City.

June 16, 1874.—Assay-office at Boisé City, Idaho.

Feb. 12, 1873.—Assay-office at Charlotte, N. C., established instead of the branch Mint there.

The discovery of gold in California added very materially to the business of the Mint. The first delivery of gold from that State was described as follows in a letter from the director of the Mint to the Secretary of the Treasury, Dec. 11, 1848:

"On the 8th instant we received the first deposit of gold from California. It was deposited by Mr. Daniel Carter, who brought it from San Francisco by the Isthmus route. It weighed 1804.59 ounces troy. . . . On the 9th another deposit was sent by the Secretary of War which weighed 228 ounces. . . . The average value per ounce of the bullion before melting is $18.05¼."

The experience of the Mint authorities in relation to American gold is that the purest deposits are found in the State of Georgia. The largest nugget ever brought to the Mint came from California in 1852, and yielded nearly six thousand dollars in pure gold. Attempts have been made to deposit spurious or manufactured nuggets at the Mint. But as these are only accounted for according to the amount of pure metal found in them, such frauds have not been profitable to the persons concerned. Gold-dust occurs in fine grains, from the size of a pin's head to that of a pea, and in lumps varying in size from a pea to the size of a man's hand. It is occasionally found in a crystalline form. The changes in the methods of Western mining by the erection of melting and refining establishments in the gold and silver regions of the Pacific States has materially changed the character of the deposits of metals. They do not frequently come now in the native condition as found by the miner, but in the shape of ingots and bars. But they are not pure, and require remelting and separating to obtain the gold and silver.

In 1857 the coining of nickel pieces was commenced, with copper alloy. The three-cent pieces were of 32 grains; the five-cent pieces, $72\frac{18}{100}$ grains. One-fourth was nickel, and the balance copper. The bronze pieces (one- and two-cent) are of copper, zinc, and tin, about 95 per cent. of copper, and 2½ per cent. of zinc, and 2½ per cent. of tin. The one-cent pieces in 1870 weighed 48 grains, and the two-cent pieces 96 grains. The coining-presses are capable of making from 70 to 120 coins per minute, and, if run at the highest capacity, double-eagles to the surprising value of $34,000 could be struck in one minute. The presses are generally run at the speed of 80 pieces to the minute. These machines are exceedingly delicate in the adjustment. The deviation of a hair's breadth would spoil a coin.

DIRECTORS.

1792, April 14.—David Rittenhouse.
1795, July 8.—Henry William De Saussure.
1795, Oct. 28.—Elias Boudinot.
1805, Jan. 17.—Robert Patterson.
1824, July 15.—Samuel Moore.
1835, May 26.—Robert M. Patterson.
1851, June 30.—George N. Eckert.
1853, April 4.—Thomas M. Pettit.
1853, June 3.—James Ross Snowden.
1861, April 4.—Ex-Governor James Pollock.
1866, Oct. 1.—William Millward (not confirmed).
1867, April 1.—Henry R. Linderman.
1869, May 1.—James Pollock (second term).

By act of Congress, May 12, 1873, the Bureau of the Mint was established at Washington, D. C. The Mint at Philadelphia was to be under the direction of a superintendent.

SUPERINTENDENTS.

1873.—James Pollock.
1879, March.—A. Loudon Snowden.

TREASURERS OF THE UNITED STATES MINT.

1792, April 14. Tristram Dalton.	1841. Isaac Roach.
1793. Dr. Nicholas Way.	1847. James Ross Snowden.
1797. Dr. Benjamin Rush.	1852. Edward C. Dale.
1813. Dr. James Rush.	1853. Daniel Sturgeon.
——. Ex-Governor William Findlay.	1858. James H. Walton.
	——. Archibald McIntyre.
1841, April 13. Ex-Governor Joseph Ritner.	1866. Chambers McKibben.

By act of Congress, April 7, 1868, an assistant treasurer of the United States was established at Philadelphia. The said treasurer became thereby in effect the treasurer of the Mint, and the office of treasurer of the mint was virtually abolished.

ASSISTANT TREASURERS OF THE UNITED STATES.

1868. Chambers McKibben.	1869. George Eyster.

CHIEF COINERS OF THE UNITED STATES MINT.

1792, April. Henry Voight.	1861. Louis R. Broomal.
1814. Adam Eckfeldt.	1863. John G. Butler.
1839. Franklin Peale.	1866. A. Loudon Snowden.
1855. George K. Childs.	1877. Oliver C. Bosbyshell.

CHIEF ASSAYERS, UNITED STATES MINT.

1793. Albion Cox.	1872. William E. Du Bois.
——. Joseph Richardson.	1881, December. Jacob B. Eckfeldt.
——. Jacob R. Eckfeldt.	

CHIEF ENGRAVERS, UNITED STATES MINT.

1793. Robert Scot.	1845, Jan. 9. James B. Longacre.
1824. William Kneass.	1868. William Barber.
1840. Christian F. Gobrecht.	1880. Charles E. Barber.

REFINERS AND MELTERS, UNITED STATES MINT.

Office established by act of Congress, March 3, 1795.

1795. Joseph Cloud.	1846. Richard J. McCollough.
1838. Franklin Peale.	1850. James C. Booth.
1839. Dr. J. R. McClintock.	

Archibald Loudon Snowden, the present superintendent of the Mint, was born in Cumberland County, Pa., and descends from one of the oldest families in Pennsylvania. His great ancestor in Philadelphia, William Fairfax Snowden, came from Virginia, and was the owner of large tracts of land in what was subsequently known as the "Old City Proper," as early as 1669. His son, John Snowden, was born in Philadelphia, August, 1685, and was for many years one of the most prominent merchants of the city, as were also his son and grandson. The grandfather of Col. Snowden, the Rev. Nathaniel Randolph Snowden, was born in Philadelphia in 1770, and his father, Dr. Isaac Wayne Snowden, in 1794. Dr. Snowden graduated at an early age in medicine, and entered the military service under Gen. Jackson, as surgeon. He was with him at the battle of New Orleans and in the Seminole war. At the close of the Florida campaign—in which he was severely wounded—Dr. Snowden resigned from the army, and settled in the rich valley of the Cumberland, nine miles below Carlisle, Pa., where he practiced his profession with great success until his death, in 1850. The mother of Dr. Snowden was a daughter of Dr. Lemuel Gustine, and was the last survivor of the massacre of Wyoming. Her father subsequently removed from the Wyoming Valley to Carlisle, Pa., where he practiced medicine for many years.

Shortly after Dr. Snowden's removal to Cumberland County, he married the daughter of Archibald Loudon, Esq., a large land-owner in that section of the State, and from this union the subject of our sketch was born.

At a very early age Col. Snowden was sent to an academy, and subsequently entered Jefferson (now Washington and Jefferson) College, in Washington, Pa. Here he received a thorough education, and was particularly distinguished during his collegiate course as a brilliant and effective orator. He was twice selected by the literary society of which he was a member as class orator. On the completion of his collegiate course he studied law, but on May 7, 1857, before being admitted to the bar, accepted the position of register tendered him by his uncle, the late Hon. James Ross Snowden, then director of the United States Mint. While discharging the duties of register he familiarized himself with all subjects relating to coinage.

In 1866, a vacancy having occurred in the office of chief coiner of the Mint, he was appointed by the President, and unanimously confirmed by the Senate. He entered upon the duties of this office Oct. 1, 1866.

As chief coiner of the Mint, he was enabled to put into practical use the valuable information which he had been diligently acquiring for many years, and also had an opportunity for the exercise of his remarkable power of thorough organization, for which he is so justly distinguished. The coining department soon felt the impulse of his active and earnest spirit, and the most gratifying results followed. While thus prosecuting with great ardor and enthusiasm the delicate and important work intrusted to his care, he was suddenly and unexpectedly called upon to lay aside his agreeable and congenial duties to accept, at the request of President Grant, the postmastership of Philadelphia, to which he had been nominated, and was unanimously confirmed by the Senate.

He assumed the duties of the office Jan. 1, 1877, with much reluctance, but soon manifested as postmaster the same capacity for thorough discipline and organization which had distinguished him in the Mint. In his administration of the postal service of the city he gained credit for himself and rendered a most acceptable service to the public. Col. Snowden's recognized administrative ability, integrity of character, and thorough knowledge on all matters relating to coinage being fully understood and appreciated in the Treasury Department at Washington, as well as by the public at large, general satisfaction was manifested when President Hayes, in December, 1878, voluntarily tendered him the position of director of all the Mints of the United States, made vacant by the expiration of the commission of Dr. Linderman. After the death of Dr. Linderman, the President again sent for him, and urged his acceptance of the place, which he was believed to have declined previous to Dr. Linderman's death from motives of delicacy, having long been the friend of the late director. This tempting and very complimentary offer he again declined, giving as his reason that the acceptance would necessitate his removal from Philadelphia to Washington.

In the following February the President again made him a voluntary tender of office. This time it was the superintendency of the Philadelphia Mint; and as its acceptance restored him to a service agreeable in every particular, and permitted him to remain among his friends in Philadelphia, he promptly accepted, was again unanimously confirmed by the Senate, and assumed control of the Mint on the 1st of March, 1879.

On the outbreak of the Rebellion, Col. Snowden promptly offered his services, and, under authority from the Governor, assisted in enlisting and organizing a regiment, which he offered to the State. Declining the

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A. Loudon Snowden

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colonelcy in favor of Col. Gabriel de Korpornay, who had had much experience and long service abroad, he was elected and commissioned lieutenant-colonel. The most solemn promises to muster the regiment into the service were overlooked or disregarded, until, from the long delay and expense of maintaining the command intact, four of the companies tendered their services to New York, and were incorporated into the Excelsior Brigade, commanded by Gen. Sickles. The other six companies were ultimately sent into Camp Washington, at Easton, Pa., but by an ingenious system of gerrymandering were so divided among the other companies from different parts of the State that, although voting for their old field-officers, their votes in each of the regiments to which they were assigned did not constitute a majority. Thus, after months of labor and expense in enlisting, subsisting, and clothing the men, the field-officers were deprived of the places to which they were justly entitled.

On his return from Camp Washington he was invited, and consented, to resume his old place as register at the Mint.

For fifteen years he was an active member of the First City Troop, and participated with it in the services it rendered during the late war, and ultimately became its captain.

For many years he has taken an intelligent and active interest in railroad and insurance matters. In January, 1873, he was elected vice-president of the Fire Association, one of the oldest and largest fire insurance companies in the United States, and in 1878 was elected president. In October, 1880, he was elected president of the United Fire Underwriters of America, an organization embracing the officers of more than one hundred and fifty of the leading American and foreign companies doing business in the United States, representing a capital and assets of over one hundred and eighteen million dollars.

In the midst of the large demands made upon him by business and social interests, he finds time to cultivate his fine literary taste, and within the past few years has delivered several notable addresses on scientific and other subjects. As a public speaker he is brilliant, entertaining, and instructive, and is always welcomed as one who can be relied upon, with or without notice, to meet the highest expectation. In the discharge of the important trusts committed to him he has at all times manifested the highest intelligence, united with energy and thorough integrity. In his public and private life he commands the confidence of the government he has long and faithfully served, and the respect and esteem of the public at large.

CHAPTER XLIV.

COURT-HOUSES AND REFORMATORY INSTITUTIONS.

Prisons—House of Correction—House of Refuge, etc.

Court-Houses.—In 1706 the inconvenience of the Assembly having no proper place for its sessions led to an address being presented to the Governor, asking permission that the House should sit in Chester or Bucks Counties "until the county of Philadelphia shall have a State-House or other convenient place for the Assembly to sit in." This action seems to have stimulated the justices of the county to undertake the building of a court-house. At the same time they proposed the building of two county bridges, and levied a tax of one penny on the pound. The Common Council of the city objected strongly to the tax being laid for the building of the bridges. The members were willing to pay their share of a court-house for the city and county, but they were uncertain where the court-house was to be built, and this was a matter of great importance. The municipality therefore asked that a law should be passed for the erection of a court-house, and that the collection of the taxes should be stopped. In a conference before the Governor and Council in reference to this dispute, in April, 1708, Justices Growden and Pidgeon, of the county, said, "Here, in the capital town of the government, the magistrates are obliged to hold courts in an ale-house." Finally the dispute was compromised by a stipulation that if the county would build its own bridges, the city would build the court-house, and it was agreed that the building should be as free "for all the services of the county magistrates, for their courts, etc., as those of the city." This structure is known to have been finished in 1710, and is spoken of in the minutes of Common Council of November 16th of that year, in which persons who keep their stalls "at the east end of the court-house are ordered to remove themselves to the other shambles." The latter stalls were authorized to be built by resolution of May 22, 1710, and they were constructed immediately west of and adjoining the court-house. The building which was thus authorized was of two stories, and the first story had an arched entrance on Second Street, beneath the outside stairway. There was an arched entrance in the centre of the north and south sides of the building, and on each side of this doorway were arched windows, as appears in an engraving published in 1764. After the lower story ceased to be used as a watch-house, the windows on the north and south sides were taken out, and the opening continued down to the pavement, so that it might seem, in later times, to persons not knowing of the change, that the building on those sides was sustained on three brick arches.

The court-room was in the second story, and was approached by steps on the outside of the building, commencing in Market Street, on the north and south

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sides, extending eastward until the east front of the building was reached, when they turned and ascended to a platform on a level with the floorway of the second story. A portico, supported by plain pillars, rose from the balustrade of the platform to a pediment which jutted out from the wall above the doorway. The style of this entrance was probably copied from the conventional doorway of the ordinary Quaker meeting-house. On the second story front, toward Second Street, a window was placed on each side of the door, and two windows on the north and south sides gave plenty of light to the court-room. Above this story rose a steep-pitched roof inclosing an attic, in which there were two plain windows looking east and west and three dormer-windows with a northern and southern aspect. In a little cupola, rising regularly from the middle of the roof, the original town bell was suspended. It had previously hung in a crotch on or near the site of this court-house. From the balcony the orators addressed the people on public occasions, and there the official proclamations were also read. On it newly-appointed Governors stood to deliver their inaugural addresses. Rev. George Whitefield preached from it during one of his visits to America, and his voice was so loud and clear that Franklin, who made a practical test by walking away from Second Street, said that he could hear it distinctly until he very nearly reached Front Street.

Before the State-House was built the elections for the city and county of Philadelphia were held at the court-house, and the voters ascended the steps on one side, passed up to the central door, where they gave in their ballots, and went down on the other side. Sometimes, when political excitement was very high, the stairways were held by rough fellows, who attempted to prevent any citizens from ascending the stairs except such as belonged to their own party. This was particularly the case during "the bloody election" of 1742. At some time before the Revolution the outside stairway was removed. All that remained of that convenience was the platform at the second story, which was railed and took the shape of a balcony, the porch and pediment of the main door being removed. About the same time it is probable that a change was made in the arches beneath. The cost of this building, John F. Watson says, was six hundred and sixteen pounds. The lower story seems to have been divided into four spans or corners, which were rented at good rates. The millers occupied a portion of the space, and in 1714 were ordered to "Expose their meal under the court-house by Opening their Sacks' Mouths that the Inhabitants may see what they Buy." In 1718 it was ordered that no public sale of goods be made under the court-house unless consideration be paid to the corporation for the same. Then, or about then, the floor was raised, the pavement bricked, and posts put up to keep out carts and horses. The vendue-master had one portion of the space within the arches, and John Leech, in 1718, for the privilege paid a rent of ten pounds per annum. The space was rather limited, and some of the tenants complained that the premises were not "tenantable." John Leech, vendue-master in 1729, represented that he had not quiet possession, being often interrupted by the clerks of the market. A compromise was made with him.

Besides its use as a court-house, being occupied by the City or Mayor's Court, County Court, or Common Pleas, Orphans' Court, and Quarter Sessions, this building was also tenanted by the Supreme Court twice a year. It is believed to have been the place of meeting of the Common Council of the city. When the State-House was finished the Supreme Court went to that building, occupying the west room, first floor, where it is supposed the County Courts also were held. Whether the City Court was held there is not now known. That tribunal might have found it more comfortable to remain at the old court-house, which it was privileged to use under the agreement of 1709.

After the County Court-house was built at Sixth and Chestnut Streets, the building at Second and Market remained a monument of the past. As a curious relic of the early times it was valued, but business cared nothing for it, and so, in April, 1837, upon the demand of trade that it should have more facilities than it possessed upon Market Street, the old court-house was torn down. Not, however, much to the advantage of the highway. The structure and the old stalls were replaced by a new market-house, the principal feature of which was that instead of supporting the roof upon stout brick piers, as in the provincial building, light and graceful pillars of iron were substituted. There was little space gained on the sides. If the market-houses had been entirely displaced there might have been an argument against allowing the old court-house to remain. The only gain by demolishing it was that one obstruction was replaced by another not quite so large, but, unfortunately, less interesting.

County Court-House.—The ground upon the State-House Square at the southeast corner of Sixth and Chestnut Streets, dedicated for the use of a county court-house by the Assembly in 1763, was fifty feet on Chestnut by seventy-three feet on Sixth Street, and afterward was enlarged on the latter by fifteen feet, making the entire depth eighty-eight feet. In the spring of 1787, the county commissioners commenced the building of the new court-house. Convicts, who about that time were put to hard labor by virtue of an act of Assembly, were recommended by Chief Justice McKean as proper to be employed in paving streets and other public work. A gang of these convicts dug the cellars for the new court-house building. The earth taken from the excavations was carried down Sixth Street, below Walnut, where it was deposited upon the street, in the neighborhood of the run which passed through the square and beneath the Walnut Street prison toward Fifth Street

and Dock Creek, about the intersection of Hudson's Alley and Harmony Court. The construction of the new court-house was authorized on March 18, 1787, by the Supreme Executive Council, after the inspection of the plans and approval of that which was afterward carried out by the county commissioners. This building was finished in March, 1789, and cost sixteen thousand dollars. The fitting up of the interior may have taken up the greater portion of that year. It is not known whether any court had occupied it before it was placed at the disposition of Congress. The Assembly of Pennsylvania on March 4, 1789, tendered for the accommodation of Congress the use of any or all the public buildings in Philadelphia, the property of the State, "and of the building lately erected on the State-House Square belonging to the City and County of Philadelphia, in case Congress should at any time incline to make choice of that city for the temporary residence of the Federal government."

It was not until more than a year afterward, on the 2d of July, 1790, that the United States Senate passed the bill fixing the temporary seat of Congress at Philadelphia for ten years, the next session to commence on the 1st of December, 1790, in Philadelphia. The bill was passed finally, and signed by the President on the 16th of July. It will be observed that the Assembly tendered to Congress the use of a building which was not the property of the State. Probably the commissioners of the county of Philadelphia were understood in some way to have authorized the offer. On the 6th of December, the day when Congress met, the commissioners confirmed the use of the court-house, which had already been offered, by communication sent to Congress. This courtesy was acknowledged by Vice-President John Adams, on the 8th of December. The two houses of Congress occupied what might be called the southern portion of the building. There was no archway and opening upon Sixth Street, as there is now (1884), and entrance was obtained by the centre doorway on Chestnut Street. The entry ran southward to the door of the chamber of the House of Representatives, which was just where the central doorway to the room sometimes occupied by the Court of Quarter Sessions is now. The stairway to the second story led from a line parallel north and south with the east frame-work of the doorway to the upper story, reaching a landing about half distance from the second story, with a turn in which the steps were reversed, and ascended to the westward. Whether there was a door on the first floor beneath the stairway leading into the passage by the gateway from Chestnut Street is uncertain. The front entry in the centre divided the spaces on each side, and they were again divided into rooms for committees or offices. Passing the doorways to these rooms the members of the House of Representatives are supposed to have entered their chamber by the first door in the State-House yard, on the east side of the edifice. The space assigned to spectators of the proceedings was on the east side, and they were admitted by a door on that side, which is still visible, but has been closed up to the height of the lower sill of a window. When inside, they found themselves immediately in front of the Speaker, who was seated on the west side, near the windows on Sixth Street.

An interesting writer, who published his reminiscences of this period many years afterward, thus describes the appearance of the Representative chamber: "The House of Representatives in session occupied the ground floor. There was a platform elevated, three steps plainly carpeted, and covering nearly the whole of the area, with a limited promenade for the members and privileged persons, and four narrow desks between the Sixth Street windows for the stenographers,—Lloyd, Gales, Callender, and Duane. The Speaker's chair, without canopy, was of plain leather with brass nails, facing the east at or near the centre of the western wall. . . . Speaker Muhlenberg was succeeded by Jonathan Dayton, of New Jersey, a tall, raw-boned figure of a gentleman, with terrific aspect, and, when excited, a voice of thunder. His slender, bony figure filled only the centre of the chair, rising on the arms of it with his hands and not his elbows. From the silence which prevailed, of course, on coming to order, after prayers by Bishop White, an occasional whisper increasing to a buzz, after the manner of boys in school, in the seats in the lobby and around the fires, swelled at last to loud conversation inimical to debate. Very frequently at this stage of confusion among the babbling politicians, Mr. Speaker Dayton would start suddenly upon his feet, look fiercely around the hall, and utter the words 'order! order without the bar!' in such an appalling tone of voice, that as though a cannon had been fired under the windows upon the street, the deepest silence prevailed, but for a very short time." A colossal bust of Minerva, now in possession of the Philadelphia Library Company, is said to have been placed above and behind the Speaker's chair. It would have required a stout and strong bracket to hold it up.

The Senate of the United States assembled in the second story south room. The bay-window space at the south was occupied by the Vice-President of the United States, or the president *pro tem.* of the Senate. The writer, already quoted, speaking of the appearance of this chamber, said, "In a very plain chair, without canopy, and a small mahogany table before him, festooned at the sides and front with green silk, Mr. Adams, the vice-president, presided as president of the Senate, facing the north. . . . Among the thirty senators of that day there was observed constantly during debate the most beautiful order, gravity, and personal dignity of manners. They all appeared every morning full powdered and dressed, as age or fancy might suggest, in the richest material.

"The very atmosphere of the place seemed to inspire wisdom, mildness, and condescension. Should

any of them so far forget for a moment as to be the cause of a protracted whisper while another was addressing the Vice-President, three gentle taps with his silver pencil-case upon the table by Mr. Adams immediately restored everything to repose and the most respectful attention, presenting in their courtesy a most striking contrast to the independent loquacity of the Representatives down-stairs, some few of whom persisted in wearing, while in their seats, and during the debate, their ample cocked-hats, placed fore and aft upon their heads, with here and there a leg thrown across the little desks before them, and facing Mr. Jupiter Dayton, as he was sometimes called by writers in the *Aurora* of Benjamin Franklin Bache."[1]

The first session of Congress in the court-house building commenced March 4, 1790; the last session ended May 14, 1800.

After Congress left the city the county court-house building was taken possession of by the tribunals for the accommodation of which the edifice had been constructed. The Courts of Common Pleas, Quarter Sessions, and the Orphans' Court occupied the south room, first floor, which had been the chamber of the Federal House of Representatives. The bench was placed within the bay recess on an elevated platform. The clerks and district attorney, when present on business, sat within a railed inclosure, the floor of which was lower than the bench, and probably ten feet in width. In front of this a ∩-shaped table, covered with baize or cloth, joined the railings of the privileged inclosure, extending some twenty or thirty feet. Within this division was the place for the members of the bar. The jurors were seated on a railed platform east or west of the table, as occasion

[1] During the period that Congress occupied the court-house building the following were the members of the United States Senate:

New Hampshire.—1790 to March 3, 1793, Paine Wingate; March 4, 1793, to June 17, 1801, Samuel Livermore.

March 4, 1789, to March 3, 1801, John Langdon.

Massachusetts.—March 4, 1789, to March 3, 1791, Tristram Dalton; March 4, 1791, to July 7, 1796, George Cabot; July 7, 1796, to Nov. 14, 1800, Benjamin Goodhue.

March 4, 1789, to June 11, 1796, Caleb Strong; June 11, 1796, to March 3, 1799, Theodore Sedgwick; March 4, 1799, Samuel Dexter.

Rhode Island.—June 7, 1790, to March 3, 1803, Theodore Foster.

June 7, 1790, to March 3, 1793, Joseph Stanton; March 4, 1793, to October, 1797, William Bradford; October, 1797, to May, 1801, Ray Green.

Connecticut.—March 4, 1789, to May, 1796, Oliver Ellsworth; May, 1796, to March 3, 1803, James Hillhouse.

March 4, 1789, to June 13, 1791, William Samuel Johnson; June 13, 1791, to March 3, 1793, Roger Sherman; March 4, 1793, to March 3, 1795, Stephen M. Mitchell; March 4, 1795, to October, 1796, Jonathan Trumbull; October, 1796, to March 3, 1801, Uriah Tracy.

Vermont.—October, 1791, to Oct. 18, 1796, Moses Robinson; October, 1796, to Oct. 17, 1797, Isaac Tichenor; Oct. 17, 1797, to March 3, 1803, Nathaniel Chipman.

Oct. 17, 1791, to March 3, 1795, Stephen B. Bradley; March 4, 1795, to March 3, 1801, Elijah Paine.

New York.—July 15, 1789, to March 3, 1791, Philip Schuyler; March 4, 1791, to March 3, 1797, Aaron Burr; Jan. 11, 1798, to May 5, 1798, John Sloss Hobert; May 5, 1798, to Aug. 17, 1798, William North; Aug. 17, 1798, to April 3, 1800, James Watson.

July 16, 1798, to Nov. 9, 1796, Rufus King; Nov. 9, 1796, to Nov. 6, 1800, John Laurance.

New Jersey.—March 4, 1789, to March 3, 1791, Jonathan Elmer; March 4, 1791, to Dec. 5, 1798, John Rutherford; Dec. 5, 1798, to Feb. 14, 1799, Franklin Davenport; Feb. 14, 1799, to Feb. 26, 1801, James Schureman.

March 4, 1789, to Nov. 23, 1790, William Paterson; Nov. 23, 1793, to March 3, 1793, Philemon Dickerson; March 4, 1793, to Nov. 12, 1796, Frederick Frelinghuysen; Nov. 12, 1796, to March 3, 1799, Richard Stockton; March 4, 1799, to March 3, 1805, Jonathan Dayton.

Pennsylvania.—March 4, 1789, to March 3, 1791, William Maclay; Feb. 28, 1793, to Feb. 28, 1794, Albert Gallatin; April 1, 1794, to March 3, 1803, James Ross.

March 4, 1789, to March 3, 1795, Robert Morris; March 4, 1795, to March 3, 1801, William Bingham.

Delaware.—March 4, 1789, to March 19, 1794, George Read; March 19, 1794, to Feb. 7, 1796, Kinsey Johns; Feb. 7, 1795, to Feb. 28, 1801, Henry Latimer.

March 4, 1789, to March 3, 1793, Richard Bassett; March 4, 1793, to Jan. 19, 1798, John Vining; Jan. 19, 1798, to Jan. 17, 1799, Joshua Clayton.

Maryland.—Jan. 17, 1799, to Nov. 13, 1804, William Hill Wells; March 4, 1789, to Jan. 10, 1793, Charles Carroll of Carrollton; Jan. 10, 1793, to Nov. 30, 1796, Richard Potts; Nov. 30, 1796, to March 3, 1803, John Eager Howard.

March 4, 1789, to Dec. 11, 1797, John Henry; Dec. 11, 1797, to Dec. 12, 1800, James Lloyd.

Virginia.—March 4, 1789, to March 31, 1790, William Grayson; March 31, 1790, to Nov. 9, 1790, John Walker; Nov. 9, 1790, to Nov. 18, 1794, James Monroe; Nov. 18, 1794, to June 4, 1803, Stevens Thomson Mason.

March 4, 1789, to Oct. 18, 1792, Richard Henry Lee; Oct. 18, 1792, to Nov. 18, 1794, John Taylor; Nov. 18, 1794, to Dec. 5, 1799, Henry Tazewell; Dec. 5, 1799, to August, 1804, Wilson Cary Nicholas.

North Carolina.—Nov. 27, 1789, to March 3, 1793, Samuel Johnston; March 4, 1793, to March 3, 1799, Alexander Martin; March 4, 1799, to March 3, 1805, Jesse Franklin.

Nov. 27, 1789, to March 3, 1795, Benjamin Hawkins; March 4, 1795, to March 3, 1801, Timothy Bloodworth.

South Carolina.—March 4, 1789, to March 3, 1795, Ralph Izard; March 4, 1795, to March 3, 1801, Jacob Read.

Georgia.—March 4, 1789, to March 3, 1793, William Few; March 4, 1793, to Nov. 16, 1795, James Jackson; Nov. 16, 1795, to Feb. 20, 1796, George Walton; Feb. 20, 1790, to March 3, 1799, Josiah Tatnall; March 4, 1799, to Aug. 27, 1807, Abraham Baldwin.

March 4, 1789, to March 3, 1801, James Gunn.

Kentucky.—June, 1792, to March 3, 1805, John Brown.

June 18, 1792, to March 3, 1795, John Edwards; March 4, 1796, to March 3, 1807, Humphrey Marshall.

Tennessee.—Aug. 2, 1796, to March 3, 1797, William Cocke; Sept. 26, 1797, to Oct. 6, 1798, Andrew Jackson; Oct. 6, 1798, to Dec. 12, 1798, Daniel Smith; Dec. 12, 1798, to March 3, 1803, Joseph Anderson; Aug. 2, 1796, to June 8, 1797, William Blount; Sept. 26, 1797, to Dec. 12, 1798, Joseph Anderson; March 4, 1799, to March 3, 1805, William Cocke.

During the same period the Senate was presided over by Vice-President John Adams, March 4, 1789, to March 3, 1797, and Thomas Jefferson, from March 4, 1797, to March 3, 1801.

Presidents pro tempore of the Senate:

John Langdon, March 4, 1789, to April 17, 1792.
Richard Henry Lee, April 18 to May 8, 1792.
John Langdon, Nov. 5, 1792, to May 30, 1794.
Ralph Izard, May 31, 1794, to Feb. 19, 1795.
Henry Tazewell, Feb. 20, 1795, to May 5, 1796.
Samuel Livermore, May 6, 1796, to Feb. 15, 1797.
William Bingham, Feb. 16, 1797, to July 5, 1797.
William Bradford, July 6 to July 10, 1797.
Jacob Read, Nov. 22, 1797, to June 26, 1798.
Theodore Sedgwick, June 27 to July 17, 1798.
John Lawrence, Dec. 6, 1798, to Feb. 28, 1799.
James Ross, March 1 to March 3, 1799.
Samuel Livermore, Dec. 2, 1799, to May 13, 1800.

Speakers of the House of Representatives.

Frederick A. Muhlenberg, of Pennsylvania, April 1, 1789, to March 3, 1791.

Jonathan Trumbull, of Connecticut, Oct. 24, 1791, to March 2, 1793.

Frederick A. Muhlenberg, of Pennsylvania, Dec. 2, 1793, to March 3, 1795.

Jonathan Dayton, of New Jersey, Dec. 5, 1795, to March 3, 1799.

Theodore Sedgwick, Dec. 2, 1799, to March 3, 1801.

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might serve. The entrances for the bar, juries, and witnesses were at doors on the south side of the building near the east and west corners. Ordinary spectators were admitted from the centre passage-way by the hall, and rising seats on each side accommodated them.

After the Supreme Court of the United States went to Washington, the room occupied by that tribunal, which was at the southern end of the second floor, was handed over to occupancy of the United States District and Circuit Courts. A small gallery above the doorway accommodated fifteen or twenty persons, and was entered by a stairway leading to another gallery in a little room which adjoined the stairway, and which, in later times, was fitted up as a conversation-room, but is now a sort of passage-way eastward to the wing. This arrangement is believed to have been built in 1795. It remained for many years, but was not in use for spectators. It was probably removed during some alterations made about or before 1850. The ceiling over the gallery was decorated with the painting of an eagle during the Federal occupation of the room. This emblem of national sovereignty kept its place long after the State tribunals had taken possession of the chamber, and it was frequently a matter of curiosity among speculating lawyers why a national emblem was there instead of the arms of Pennsylvania. The general belief was that the eagle had been painted while the Senate occupied the room.

About 1818 or 1819 the front passage-way and entry from Chestnut Street on the first floor was closed. The partitions of the office-rooms on each side were torn down and the whole thrown into one chamber. The District Court of the city and county of Philadelphia came from the State-House about 1820 and took possession of the new court-room. The bench was constructed on an elevated platform on the north, or Chestnut Street side. The centre door was closed up, but the fan-light was left in its place. At the same time it is likely that the arched opening was made on Sixth Street, with inside steps ascending to the floor and communicating with the stairways. Entrance to the Supreme Court was by a middle door in the hall, and a smaller one on the eastern side.

The second story front during the occupation of Congress is understood to have had an entry, with offices on each side. These were also torn out and a court-room constructed. It was most pleasantly situated, and in 1824 the Supreme Court of Pennsylvania removed from the State-House and occupied the new apartment. On the 26th of December, 1821, fire broke out in the county court-house, which was occasioned by the bursting of a flue leading through the attic. A portion of the roof was destroyed and some injury was done to the cupola. The Supreme Court was allowed temporary quarters at the City Hall in the Common Council chamber during the session of 1821-22, and the District Court was probably accommodated at the State-House. A plan in the "picture of Philadelphia," published in 1824, places the District Court in the north room, first story; Common Pleas, south room, first story; Supreme Court, north room, second story; and the United States Circuit Court, south room, second story. Between the last two courts were two small rooms. The law library was on the west (Sixth Street) front, while the controller of public schools was on the east side, adjoining the stairs. About 1825 the United States Court was removed from the second story, south room, and the chamber was granted to the use of the District Court of Philadelphia, the extension of the business of which required larger accommodations. Jury trials were held usually in the lower court-room, which was also on most occasions the place of assemblage of public meetings held, according to notice, "at the county court-house." Jury trials were also held in the second story, south room, but the court in banc preferred the latter on all occasions when not engaged in trials. After some years the increasing necessities of the District Court required that the Supreme Court should be given notice to remove from the second story front room. It was proposed, as means of accommodation, that the east room, first floor, of the State-House, then known as the Hall of Independence, should be used for the purpose, but there was a great outcry against the "desecration," as it was called, and the superior tribunal was sent to the old Masonic Hall on Chestnut Street, between Seventh and Eighth, where it occupied the Grand Chapter-room, on the second story front. Some time afterward the space occupied by offices in the second story of the office wing buildings, on the east of the State-House, was fitted up for the accommodation of the Supreme Court, and was in use until the building of the new City Hall at Broad and Market Streets was so far advanced that accommodations could be had there.

As soon as consolidation was an established fact, in 1854, it was found that enlarged accommodations would be necessary for that highly-important city officer, the receiver of taxes. The front room of the court-house, first story, was believed to be the most proper apartment that could be provided. The receiver was established in it until his office was removed to the new public buildings, when the next tenant was the clerk of the Court of Common Pleas, who also occupied all the offices on the first story of the west wing and the extension across the alley-way leading from Chestnut Street.

The New Court-House.—The growing population of the city, the increase in the number of persons charged with offenses, and the constant pressure to compel the trial of criminals under the two-term law, whether the district attorney was prepared or not, required for public use more court-rooms than could be conveniently had in the limited space available at

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the State-House. Often it was a necessity that there should be two Courts of Quarter Sessions holding trials at the same time, and it was frequently troublesome to find a public court-room that could be put in use by other than the regular tenants. This led to consideration of the necessity of additional court-house accommodations. On the 30th of December, 1865, an ordinance was passed authorizing the commissioners of city property, under the supervision of the committee of Councils, to advertise for proposals for the erection of a suitable court-house, in accordance with plans relating to the necessity of immediately providing better accommodations for the Court of Quarter Sessions, the cost not to exceed thirty-four thousand five hundred dollars, and the building to be finished within five months from its commencement. It was begun Nov. 2, 1866, and completed early in 1867. The location was on Sixth Street, just south of the old county court-house, and the structure mainly of brick, with a granite facing up to the level of the first floor, where, on the north side of the central hall, is the office of the clerk of the Quarter Sessions and the waiting-rooms for witnesses. On the south side are the ante-room and grand jury-room and the offices of the district attorney. The second floor is taken up with the court-room, and the loft under the roof is very inadequately fitted up as a jury-room, where unfortunate jurors shiver in winter and roast in summer. As regards acoustics, the court-room is a marked failure, and none of the many experiments that have been tested have remedied its defects. The best that can be done is to huddle together closely the judges, the jury, the counsel, and the witnesses.

Prisons.—The want of a prison in which offenders against the laws might be confined was one of the questions which earliest engaged the attention of the settlers. They were almost without exception men of deep religious feelings and stern purity of life, but it was inevitable that to a new country there should flock some adventurers who were always ready to throw off moral restraint. As early as February, 1683, the Council ordered one of their members, William Clayton, to build a cage, seven feet long by five feet broad, for the detention of miscreants, and the grand jury made a presentment in which it specified the necessity of establishing a prison. An agreement seems to have been made with Lacy Cock, in 1685, for the building of a log house, on Second Street, intended for a county jail. He complied with his contract, but in September of that year, it being considered that the log house was insufficient for the purpose of a prison, it was agreed by the grand jury that Cock might have the house and the lot upon which it was built and some ground adjoining, if he would release the county from the payment of sixty pounds, the cost of building the structure. Instead of using Cock's house, the high sheriff hired one that belonged to Patrick Robinson, and when he had furnished it with fetters and chains he declared in court that "with his own attendance and that of his deputies he had a sufficient gaol, and if any escapes occurred he would not blame the county for want of a gaol, nor for the insufficiency of the said house."

The location of this prison is believed to have been on the west side of Second Street, north of the corner Market Street lot, at the distance of one hundred and two feet from the High Street. It was situated between Market Street and Christ Church ground. The sheriff of the county was the person to whom the owner of the prison looked for his rent, and he was not always recompensed promptly, as was shown in 1694 by Mary White, the widow of Sheriff John White, whose estate was bound for the rent of the prison. She made application to the Provincial Council for recompense, and it was ordered that the justices of the county should pay the amount due. In 1685 the Court of Quarter Sessions received the report of Samuel Carpenter, Humphrey Murry, and Nathaniel Allen, and others who had made inquiry as to the cost of building a new prison, and made return that an edifice twenty feet long and fourteen feet wide, two stories high, with convenient light doors, casement constructed of stone, and brick floors, with a cock-loft, and having four chimneys, capable of being divided into four rooms inside, could be built for one hundred and forty pounds. That it was constructed shortly afterward is a matter of inference, and it was situated in the middle of High [or Market] Street, between Front and Second.[1]

This primitive jail was standing in 1702, when the grand jury presented "the prison-house and the prison-yard, as it now stands in High Street, as a common nuisance." In the ensuing year the court appointed a commission to ascertain what the cost of a new prison and court-house would be. In 1705 the Common Council ordered that the old cage built by Clayton should be repaired and put in use as a city watch-house, and a new cage was ordered to be built in the market-place in the latter part of the same year. It was to be sixteen feet long, fourteen feet wide, and to be used as a watch-house.

In 1706 a pair of stocks, a whipping-post, and pillory were ordered to be set up in the same place, but they had not been completed two years afterward. In 1707 the grand jury reported that the middle and upper windows of the jail were insufficient, and that body presented the whole jail on a similar complaint in 1716 and 1717. In the latter year a general act was passed "for erecting Houses of Correction and Work-Houses in the respective Counties of this Province." The preamble set forth "that the pro-

[1] In a plat of Letitia Penn's lot drawn in 1698, the prison stands in the middle of High Street, twenty-four feet square. The prison-yard was twenty-four by eighty feet, and was east of the prison. A plat twenty-four by forty-six feet adjoining, is marked "designed for a court-house." The same plan shows that the cage was on the open space at the intersection of Second and High Streets, and the bell under a belfry, supported by posts, a little eastward, but still in the street.

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prietary and first adventurers, in their principal modelment of the government, proposed that for crimes inferior to murder the punishment might be by way of restitution, fine, imprisonment, and such like; where the offender proved not of ability to make such satisfaction, it was intended that he should be kept in prison or house of correction at hard labor. But no effectual care has been yet taken to erect such houses, by reason whereof many evil-doers escape unpunished, and servants who, for their neglect and abuse, could be kept to work in such houses are become incorrigible." This act gave to justices of the peace of the city of Philadelphia, in conjunction with the justices of the county and to justices of other counties of the province, power to cause to be built houses of correction and work-houses, and it was directed that such buildings should be constructed, in Philadelphia, inside of three years, counting from March 25, 1718. From this we may presume that the work was done before the end of 1721. Common Council, in April, 1722, ordered that "the old prison be sold to the highest bidder." This was done, and the amount realized for the materials was seventy-five pounds.

The new prison was at the southeast corner of Third and Market [or High] Streets. It was two stories high, and was made up of two stout buildings, that fronting on High Street being the debtors' prison, and the one south of it the criminals' prison. The attics under the high-pitched roof were also utilized as cells. Between the two buildings was a high wall which inclosed a yard.

In a poem describing High Street, published in the *Bradford Mercury* in 1729, the writer describes the court-house and prison in the following strain:

> "An yew-bow distance from the key-built strand,
> Our Court-House fronts Cesares's Pine-tree land;
> Through the arch dome and on each side the Street
> Divided runs, remote again to meet;
> Here Eastward stands the tracks to obloquy
> And pretty crimes, stocks, posts, and pillory.[1]
> * * * * * * *
> Thence half a furlong west declining pace
> And see the rock-built prison's dreadful face."

The inmates of the prison were of different character. Their offenses might be civil or criminal, accordingly as they were defaulters in their debts, or had broken the laws against felonies and misdemeanors. The practice of imprisonment for even the smallest amount of debt was imported from England.

In 1715 an act was passed for better determining debts and demands under forty shillings. It provided for summary arrest by *capias*, summary hearing, judgment without appeal, and execution against the body or goods, thus justifying imprisonment of the debtor. In 1745 a new act was passed, which declared that "a great number of the law-suits which are commenced in this province are brought against the poorer sort of people for small sums of money, who are unable to pay the expenses arising by the common method of prosecution." The intention of the act was to make the method of recovery against these poor persons less costly, and easier than it had been, but there was no change in the liability of the debtor to imprisonment, even for the smallest sum. Hence a debtor once committed to prison was in a worse condition than a criminal. The latter had a time fixed when his sentence would expire, but the debtor had no hope of release except by payment of the debt. Prisoners for debt were expected to support themselves; and if they were not able to do so, and failed in procuring relief from the charitable, they were liable to starvation. In 1705 the Assembly enacted a law directing that jailors should not oppress their prisoners; that all prisoners should be free as to room, and should have liberty to provide themselves with bedding, food, and other necessaries during their imprisonment, and that the public allowance should be two pence per day and no more. The dimensions of the prison were soon found to be insufficient to hold the crowd of debtors liable to confinement together with the criminals, and measures of relief became necessary. In 1700 there was passed the law relative to arrest and forcing debtors to pay by servitude. In 1705 it was enacted that no person should be kept in prison for debt or fines longer than the second day of the next sessions after his or her commitment, unless the plaintiff should make it appear that the person in prison had some estate, which he would not produce. If there was no estate, the court might order the prisoners to make satisfaction by servitude. The time of the service was to be fixed by the judges. If the debtor was a single person, and under the age of fifty-three years, the term could not exceed seven years; and if a single person, under forty-three years, the term of service could not be more than five years. It was at the option of the plaintiff to require this service or to refuse it. If he chose the latter, the debtor might be discharged in open court.

In 1729 an act was passed for the relief of insolvent debtors, which recited that by experience it was found that the service of the debtor, in accordance with the previous law, had "in no wise answered the end proposed." For remedy it was provided that any person against whom any prosecution had been made, whose debt did not amount to more than one hundred pounds might, upon petition to the court, on exhibition of his property and an assignment for the benefit of his creditors, be discharged from imprisonment, the property to be divided among the creditors. This privilege depended in part upon the willingness of the creditors to allow the discharge, as they might prevent it by agreeing in writing to pay for the support of the prisoner such amount as the court should assess, not

[1] From this it would seem that the stocks and pillory were east of the court-house and between Front and Second Streets. They were subsequently placed west of the market, which extended from the court-house at Second Street and to very near Third Street, and within sight of the prison.

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to exceed three shillings weekly on each creditor, payable on the second day of the week. Some sick prisoners languished for want of medicine, and in 1770 one died of starvation. Public indignation made itself manifest, and a committee of the Assembly, visiting the prison about that time, reported that it contained forty inmates, men and women. Many of the men were naked, and their usual covering at night was one blanket to two persons. Even the blankets were of recent introduction into the jail, having been furnished by charitable subscriptions raised by sermons for the benefit of the poor, and by donations. One man had been detained in prison for four years for non-payment of the jail fees, and another three years for want of surety for his good behavior. The Assembly passed an act increasing the allowance for prisoners to threepence per day, payable out of the county stock, and made some new arrangements in regard to confinement. Notwithstanding the assistance supposed to have been secured by this act, the prisoners were still in a wretched condition. In 1772 three persons died at the Market Street prison of starvation, a fact which created great excitement. Contributions were raised. The Rev. Mr. Stringer, of St. Paul's, preached a sermon which yielded thirty pounds, the Society of the Friendly Sons of St. Patrick contributed between twenty and thirty pounds, and other donations were made. The best result was the formation, in the early part of 1776, of "The Society for the Relief of Distressed Prisoners." Procuring wheelbarrows, on the tops of which were painted the words "victuals for prisoners," the members of the society passed from door to door, gathering food for the unfortunates. It continued in existence until the British troops took possession of the city; was revived later, and is now "The Society for Alleviation of the Miseries of Public Prisons."

The laws for the punishment of crime which prevailed in England as to felonies were by the Royal Charter intended to be continued in Pennsylvania. But it was presently agreed that acts of Parliament did not extend to the Plantations in America, unless they were particularly mentioned in the acts. In 1717, it was recited in an act of Assembly that "some persons have been encouraged to transgress certain statutes against capital crimes and other enormities because those statutes have not been hitherto fully extended to this province." To remedy this defect it was enacted that trials for high treason should be according to the order and course of the common law, observing the direction of the statute laws of Great Britain relating to trials and proceedings and judgments in such cases. Trials for petty treason, misprision of treason, murder, manslaughter, and other crimes were to be according to the method directed by the act. Women convicted of concealing the death of their illegitimate children, and persons who advised the killing of such children, were liable to the death punishment. The English statutes against stabbing, which deprived persons guilty of that offense of the benefit of clergy, was extended to Pennsylvania, and the offense was classed with murder, while those who were present were to be considered as accessories. Punishment of death without benefit of clergy was denounced against persons convicted of burglary in the night-time; also, against persons who burned the dwelling-house, barn, stable, or out-house of another having corn or hay therein. Benefit of clergy was extended to women convicted of felony, but they were liable to be branded and burnt in the hands. Benefit of clergy was denied to such women for a second offense. The commissioners and assessors of the city in 1749 made application to the Assembly for use of the court-house and the labor of the prisoners in the work-house for the benefit of the county, with the intention of hiring out the prisoners. James Whitehead, who was keeper of the jail at that time, petitioned for an extra allowance for the support of lunatics. He had paid nine pounds out of his own pocket to save these sufferers from freezing, but there is nothing to show that he was ever reimbursed. In this same year two highwaymen, under Whitehead's charge, concocted a plot to seize him, obtain his keys, and make their escape. They made a desperate fight, but were overpowered, and were hanged on the common by sentence of the court. This is the first known occasion in Pennsylvania where the place of execution was mentioned in the newspapers.

After the Walnut Street prison was finished, in 1774, the prison property at Third and Market Streets was in condition to be sold; but when the Revolutionary war broke out it became useful as the headquarters of a military guard, and for the incarceration of political prisoners as well as military prisoners. Samuel R. Fisher, who was arrested, in 1779, on the charge of having sent information to the enemy, at New York, was confined in this prison for nearly two years, a consequence of his refusal to give bail to answer in the regular way for his offense. The town-major, Louis Nicola, had the headquarters of his guard there, and afterward the regiment of invalids, under command of Col. Nicola, had quarters and privilege of confinement of prisoners at the same place. These bodies were, after the suspension of the city charter by the events of the Revolution, the only effective organizations for the preservation of the peace which the city possessed.

During the period that this prison was occupied, the gallows were somewhat active. The following executions took place between 1721 and 1775, the persons having first been prisoners and carried to the place of execution according to the sentence of the law:

1721.—Edward Hunt, for counterfeiting Spanish silver coin.
1721, July 12.—A negro, for house-breaking.
1729, Oct.—James Smith, burglary.
1730.—Thomas Soames *alias* Wathell, burglary.
1736, April.—John Watson and Michael McDermitt, burglary.
1736, August.—James, a negro, rape.

1737, April.—Henry Wildman and Catherine Conner, burglary.
1739, April.—A negro, for murder.
1741, April.—Lawrence Kalahan, murder of William Bentine.
1741, November.—John Bullach, murder of his wife.
1744, October.—Mushamelin, an Indian, for the murder of Armstrong, a trader, and two others.
1747.—Patrick Burns and Michael Burns, burglary.
1748.—Alexander Ulric, murder.
1748.—Arthur Maginnis and Thomas White, sodomy.
1749, Oct. 26.—James Johnson and Thomas Fielding, highway robbery.
1750, August.—Hans Ulick Seller, murder of Mrs. Shultz.
1751, January.—John Morris, Francis McCoy, and Elizabeth Robins, burglary.
1752, May.—John Webster, burglary.
1752, Nov. 29.—Daniel Hurley, murder of James Clark.
1754, Oct. 25.—Thomas Ruth, murder of Charles Quig.
1759.—James Jones and James Powell, burglary.
1759.— —— Durel, soldier of the Royal American regiment, murder.
1759.—John Jones, burglary.
1760, October.—John Brulaman, murder of Robert Scull.
1762, November.—Caspar and Joe, negroes, burglary.
1764, May 5.—William Frederick Handinreid, felony and burglary.
1764, May.—John Williams *alias* John Heine, felony and burglary.
1765.—Henry Halbert, murder of Jacob Woolman.
1766, Oct. 18.—Dennis Scanlan, highway robbery.
1766, Oct. 18.—Abraham Ryall, burglary.
1767, Oct. 24.—David Smith, burglary.
1768, August.— —— Robinson, soldier of the Thirty-fourth Regiment, shot for desertion.
1769, June 12.— —— ——, soldier of the Thirty-fourth Regiment, shot for desertion.
1770, April 24.—David and Thomas Jones, burglary.
1770, April 24.—Herman Rosikrans, counterfeiting provincial bills of credit.
1771, May 22.—John Thompson, burglary.
1771, July 4.—John Thomas, burglary.
1774, April 30.—Thomas Stephens, Joseph Price, and Richard Burch, burglary.
1774, April 30.—James Swain and mulatto, Elizabeth, murder.
1774, April 30.—Burnard Reptin, counterfeiting provincial bills of credit.
1775.—Andrew Stewart, counterfeiting provincial bills of credit.

Walnut Street Prison.—In consequence of complaint of the insufficiency of the old jail at Third and Market Streets the Assembly passed a law, Feb. 26, 1773, which authorized the commissioners of the county of Philadelphia to borrow as much money as they might think sufficient for purchasing a lot of ground "in some convenient part of the said city, and erecting thereon a commodious, strong, and sufficient gaol, work-house, and house of correction, with a good yard to each of them, inclosed by a wall of proper height and strength." After this prison was built, the commissioners had authority to sell the old jail at Third and Market Streets, and to appropriate the money received toward the cost of constructing the new prison. The property at Third and Market had been vested in trustees, for the use and benefit of the city and county of Philadelphia, and Joshua Carpenter, the survivor, in 1721, made a declaration of trust, reciting the title of the city and county.

The county commissioners purchased from John and Thomas Penn and others, for three thousand two hundred and fifty-two pounds in Pennsylvania currency, a lot at the corner of Walnut and Sixth Streets, extending nearly half way down to Fifth Street and southward about four hundred feet to Prune [Locust] Street. Upon this ground they erected a stone prison building of one hundred and eighty-four feet front on Walnut Street, thirty-two feet deep, and with wings on the east and west extending ninety feet southward. On the southern portion of the lot fronting on Prune Street, a stone building was erected for a work-house, but it soon came to be used for the confinement of debtors. In time buildings were erected in the prison yard, some of them adjacent to the Sixth Street wall, for work-rooms. There was a stone wall twenty feet high which ran from the western wing of the prison down Sixth Street, and along Prune to a line with the debtors' department, which was set a little back from the street. Another wall began west of the building, ran along Prune to the eastern line of the property, and then northward until it met the east wing of the main building. The prison was two stories in height, with a basement rising some feet above the ground. The central building stood out from the wings a short distance, and was crowned with a pediment in which was a semicircular arched fan-window. A one-story cupola rose above all, and the vane was in the shape of a gilded key. The main entrance was in the centre by a passage-way eight feet broad, through two iron-grated doors to a cross hall running from east to west on the southern side of the building, with stairs and windows at each end. There were eight large rooms on each floor, all arched, and having two windows to each room. The wing building had arched windows upon the court-yard, one for each room. Beneath the wings were the dungeons, in the basement, and partially under ground. The jail occupied the whole width of the lot, and southward to a depth of three hundred feet, where there was a semicircular row of work-houses, two stories high, and beyond them the southern wall. The stone front on Walnut Street was rough-cast, and the impression created by the prison was that of solidity and fitness. In the yard a brick building, three stories in height and raised on arches, contained the sixteen solitary cells, each six feet by eight, and nine feet high. They were very dark, as the only light admitted came from above, through a peculiar form of blind. They succeeded the basement dungeons, which were abandoned in 1795.[1]

The architect of the new prison was Robert Smith, but it is not exactly certain at what date it was occu-

[1] In an account of the Walnut Street prison, published in the *United States Gazette*, before its demolition, in October, 1835, it was said, "Beneath the eastern wing, projecting into the yard of the prison, is a long-arched passage, dimly lighted with one or two lamps fastened to the masonry of the wall. Doorways at the side of this long subterranean chamber opened into dark, arched cells, where no rays of light but by the door could find entrance, and where all that is imagined of the solitary and subterranean dungeon holes of feudal castles might be fully realized. Strong, massive chains were fastened to the floor and the grating, and the thick, iron-studded doors, now thrown down, show that an attempt at escape must have been futile. No prisoner has occupied these horrible abodes for nearly forty years. The last prisoner had been thrust in for some crime out of the usual course. His situation was not made known to the keeper, and he perished miserably, without being able to make his voice heard."

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pied. In August, 1775, the buildings were used as store-houses for powder, and in the following December the Committee of Safety was notified that a portion was ready for the reception of prisoners. It was, therefore, resolved to remove to that building as prisoners the soldiers, sailors, and others confined under authority of Congress. Thomas Apty was appointed temporary keeper for this purpose, and the sum of one dollar per week was allowed for the support of each prisoner, under authority of an act of Congress. In January, 1776, one hundred and five felons, Tories, debtors, and prisoners-of-war, were taken from the old jail to the new one. Six of them made their escape the same night by breaking the lock of a back gate and getting over the wall, and only one was retaken. The British general, Richard Prescott, captured in Canada in 1775, was prisoner on parole, and permitted to reside at the City Tavern for a time, but, it being alleged that he had acted cruelly toward Col. Ethan Allen and the Continental prisoners in Canada, he was ordered into close confinement in the new prison, and remained there until September, when he was exchanged for Gen. Sullivan. He again became a prisoner July 10, 1777, when he was seized and captured by Lieut.-Col. Barton, of Rhode Island, at Overing's house, near Newport. Col. Moses Kirkland, a South Carolina Tory, who had been captured upon a tender sent by Lord Dunmore, of Virginia, to Gen. Howe, at Boston, was also sent to the Walnut Street prison, from which he escaped in May.[1]

In May, 1776, twenty-three North Carolina Tory officers, among whom were Gen. McDonnald, Col. R. Allen McDonnald, Maj. Alexander McDonnald, Col. Thomas Rutherford, and others, were sent to the new prison, and Col. John Shee was ordered to furnish an officer's guard for the protection of the jail. In September, 1777, during the excitement caused by the movements of the British army toward Philadelphia, and the probability of an early flight from the city being necessary, the Supreme Executive Council of Pennsylvania thought proper to remind the Continental Board of War "of the great number of prisoners-of-war now in the new jail." It is to be presumed that they were released, if not by the Whigs before they left the city, by Howe after the entry of the British army.

After the British marched into Philadelphia, the Walnut Street jail became the British provost prison. This establishment was under the principal control of the inhuman William Cunningham, provost-marshal, and Joshua Loring, commissioner of prisons. When they received the prisoners belonging to the frigate "Delaware" of the Pennsylvania armed fleet, which was compelled to strike its flag in front of the city during the naval operations which succeeded Donop's attack upon Red Bank, Cunningham and Loring were particularly offensive. The American prisoners were assaulted and abused with foul language. For three days they were kept without food of any kind, as if there was an intention to starve them to death. After that they were furnished with stale and mouldy bread at the rate of four pounds for nine days' subsistence, and one and a half pounds of meat during the same time. The people of the city who had remained, Tories although they might be, did as much as they were allowed to do in furnishing victuals to the American prisoners in the provost. Cunningham took pleasure in upsetting the vessels in which their meals were brought, and was amused in witnessing their scrambles for the scraps which were spread out on the dirty floor. Jacob Ritter, an American prisoner, told John F. Watson that after he had been captured at the battle of Brandywine and brought to the city, he was given no food for three days and nights, and he saw a starved soldier, who had been allowed no food for five days, and who then, upon being given a piece of rye bread, fell over dead while attempting to eat it. The prisoners who were allowed the liberty of the yard ate grass and roots and chewed scraps of leather and chips. Some, by watching at the rat-holes, were enabled to catch some of the rodents, which they skinned and cooked in the best manner they could. Many of these died.[2]

In the winter the condition of the prisoners was terrible. The glass in the windows had been broken by the concussion caused by the blowing-up of the British frigates "Augusta" and "Merlin," and the piercing blasts, the rain, sleet, and snow penetrated the cells. There were no fires, and the sufferers were almost without blankets or other covering. The Board of War, writing to President Wharton, said of the cruel treatment of the prisoners by the British, that "so far from observing even the common line of humanity, their conduct to our prisoners through the several stages of the war has been marked with more than savage cruelty, and has rendered it necessary for Congress to send in provisions for their support, lest a greater number should fall a sacrifice to their inhumanity." Elias Boudinot was appointed commissary of prisoners for that purpose. Day after day the bodies of American soldiers who had died in the Walnut Street prison, either from wounds, sickness, or starvation, were carried over to Potter's Field,

[1] In the advertisement offering a reward for his arrest his costume was described to be a green coat faced with blue, a velvet waistcoat, and brown velvet breeches. It was a matter of sufficient oddity to note the fact that, instead of a wig, he "wore his own grey hair tied behind."

[2] In "the life, confession, and last dying words of Capt. Cunningham, formerly British provost-marshal in the City of New York, who was executed in London on the 10th of August, 1791," is the following language: "When the war commenced I was appointed provost-marshal to the Royal Army, which placed me in a position to wreak my vengeance on the Americans. I shudder to think of the murders I have been accessary to, both with and without the orders of government." The authority of this "confession" has been much disputed by historical students, but many of the circumstances related are so nearly what must have occurred in the life of Cunningham that if fabricated it must have been composed by some one exceedingly familiar with the incidents of his dark career.

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immediately adjoining, where they were thrown into trenches and covered up.

In 1787, under the influence of Chief Justice McKean, the street commissioners of the city were induced to agree to the employment of criminals condemned to hard labor as a part of their sentence, and to put them to use in cleaning the public streets. For this purpose about thirty convicts were employed, and the city paid for their labor to the county one shilling sixpence per head at the beginning, and afterward one shilling ninepence per day. The experiment was expected to effect something in the way of economy. It turned out disastrously, and ended in 1789, after the conviction and execution of five of "the wheelbarrow men," as they were called, for murder, which they had planned while upon the streets. There were two classes of these felons: those who were most dangerous and least to be trusted were the chain-and-ball men. They were each manacled with a chain ten or twelve feet long, which was attached to a heavy ball. These convicts were the sweepers, and were considered the most desperate characters. They could move about by carrying the ball with them; but as this was heavy, the journey was not very much extended. When they put the ball down they swept in a circle bounded by the length of the chains. They were dressed in a particolored prison uniform.

When, in 1781, the Society for the Alleviation of the Miseries of Public Prisons was organized, it undertook to reform the shocking condition of the Walnut Street jail, which the jailer managed with an eye to his own profit. Dr. Mease says, in regard to the reformation undertaken by the society, "the task was truly arduous. An Augean stable of filth and iniquity was not only to be cleansed, but industry and morality to be introduced and under difficulties that seemed almost insurmountable. The man whose duty required him to assist in the experiment constituted one of them, for he had grown wealthy by the abuses which had been for a long time tolerated, and feared the introduction of a system which would cause his conduct to be closely watched, and the garnish jail fees, sale of liquor, and other perquisites to cease; his opposition was therefore decided, and the number of his friends enabled him to retain his place." The influence of the society was shown in the passage of an act of Assembly, in 1790, creating a board of inspectors of the prison. They were Daniel Thomas, Charles Shoemaker, Thomas Paul, James Bayland, James Sharswood, John Connelly, Alexander Henry, Robert Wharton, Joseph Snowden, Caleb Lownes, James Cooper, and Richard Wister. The very first matter to which they addressed themselves was to the separation of the sexes, men and women before that time having been confined in the same room. They banished spirituous liquors from the rooms, encouraged the convicts to labor, for which they received compensation, separated the convicts from untried prisoners, secured for all the inmates of the jail better clothing and food than they had ever had before, and introduced a regular system of religious instruction. Against these great reforms, says Dr. Mease, "the opposition of the keeper of the prison was decided."

The inspectors also had to contend against the opposition of many of the inmates of the prison, who had become accustomed to their old surroundings of squalor, indolence, and drunkenness. With them the proposed reform was most unpopular, and, by concert, a desperate attempt was made by all the inmates to escape on the evening of the first day of the introduction of the new system; fifteen of them succeeded in obtaining their liberty. In 1798 yellow fever broke out in the prison during the time that epidemic was raging in the city. This institution, although tenanted by the most abject and dissipated classes, had escaped attack during the fevers of 1793 and 1797. There were three hundred persons in the prison in 1798, the convicts, the untried and debtors, and the mortality was very considerable. The inspectors did the best that they could do under the circumstances. The women, the vagrants, and persons accused of small crimes were transferred to Robert Morris' unfinished mansion house on Chestnut Street, between Seventh and Eighth. The remaining prisoners became desperate, and made an effort to escape by securing the key from Dr. Duffield, who was in the prison professionally. The keepers fought them as well as they could, and Alderman Robert Wharton, who was in another part of the building, ran to the assistance of the guard. He found Miller, the ringleader, with an axe raised to kill Evans, a constable and deputy keeper. Upon this Mr. Wharton and Gass, an assistant keeper, who were both armed with muskets, fired. Miller was mortally wounded, and Vaughan, who had struck Evans with a bar of iron, was shot through the lungs by Evans, who pursued him. Subsequently some of the prisoners escaped by undermining the walls. The grand jury investigated the facts, and in 1799 made a special presentment, in which they declared that the convicts, Miller and Vaughn, came to their death during the attempt to escape from confinement, and that Wharton, Evans, and Gass were "doing an act which was of imperative necessity, and their duty as men and citizens, and were not only fully justified, but which we further present as highly meritorious, and deserving the thanks of their fellow-citizens."

By 1810 the administration of the prison had been so greatly changed for the better that it was stated each inmate slept on the floor, on a blanket, and there were no more than thirty of them in a room. The encouragement of the convicts to labor by offering them payment had resulted admirably, and it was remarked that "on several occasions the balance paid to a convict has amounted to $100 (in one instance it was $150), and from $10 to $40 are commonly paid." In addition to this, the poorer prisoners, when dis-

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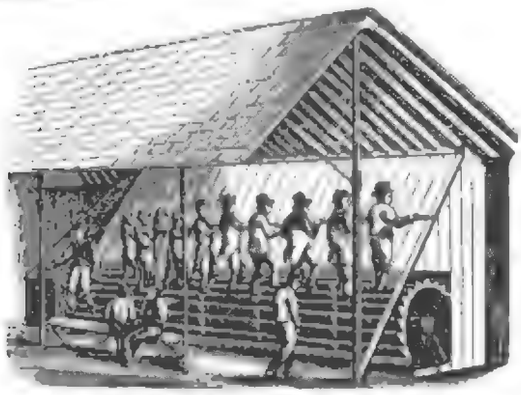
charged, were furnished with money to take them to their own homes, if they did not live at a great distance. Cleanliness was enforced by strict rules, and a rigid discipline was generally maintained. At meals the race distinctions were preserved, the whites and blacks eating at different tables. Good conduct was rewarded with an extra allowance, but the fractious convict was placed in a dark cell, on short rations of bread and water, corporal punishment not being permitted.[1]

About 1819 the treadmill was introduced into the prison system of Philadelphia. It was an appliance by which the prisoners' weight gave a revolving motion to a cylinder, which was sometimes attached to useful machinery. It was used but a short time in the alms-house.



THE TREADMILL.

On July 23, 1800, twelve prisoners made their escape by descending the wells which led into the common sewer, through which they crawled into the light of day. Their desperate and daring attempt, under the most repulsive circumstances, secured them but a few weeks of liberty, as they were all soon recaptured. In 1817, William McIlhenny, Henry Kelly, Jock Smith, and some eight or ten others tried a bold dash for freedom. McIlhenny concealed himself in the prison-yard, and hid away some poles, with which he hoped to mount the walls. Kelly managed to force the lock of a door inside the vestibule leading to the Sixth Street gate. They and three others got into the cellar of the western wing, and, burrowing through the wall, they made an excavation under the pavement of Sixth Street. All five escaped, and were caught within a brief time. In 1819 a far more serious affair occurred. Two of these men, McIlhenny and Jock Smith, sawed away the bar which held the door of their cell, and, rushing down-stairs, attempted to batter down the iron doors which opened on Walnut Street. Baffled there by a keeper, who fired upon them, they rushed out into the prison-yard to the dungeons to obtain props and poles. Here they met with some resistance from a convict named Scott, whom they stabbed. The next attempt was to get over the wall. This failing, an effort was made to tear up the entrance to the common sewer. All this happened while the yard was full of prisoners, the greater portion of whom took no part in the proceedings. At the critical moment the bell of the prison sounded for the prisoners to return to their rooms. The majority obeyed, and the human tide was so strong that McIlhenny, Kelly, and the rest were swept along with it, and their attempt was abandoned. Among others confined in the jail at this time was a negro named Harry Powell, who, in order to shorten the term of his own imprisonment, and to secure the favor of the inspectors to be used for his benefit in obtaining a pardon, had become a spy of the keeper upon the doings of his fellow-convicts. Powell had taken a prominent part in defending Armstrong, a keeper, during the attempt to escape in 1819. He was yet a prisoner, and when McIlhenny's party were admitted to the yard, after punishment, was himself engaged in a quarrel with a convict named Hedgman, in which the latter was badly stabbed. This circumstance occasioned considerable excitement among the prisoners, and was the signal of a concerted attack upon the informer. Some forty desperate men rushed toward Powell, but he was nimble and powerful, and defended himself so well that he was able to retreat to the blacksmith-shop, where he caught up a bar of iron. Here, although stones, bars of iron, tools, and other missiles were hurled at him, he kept his foes at bay for some time; but McIlhenny and others, by breaking through a rear window, got behind him, and drove him from his shelter. Then, with one blow from an iron bar, he was laid prostrate, his skull broken through. Death must have happened immediately, although McIlhenny stooped over the prostrate body and plunged into it a long-bladed knife up to the haft. All this was sudden and unexpected to the officers, and when the inspectors were called together they resolved that the ringleaders should be put in dark cells.

The next morning the keepers and inspectors, with Peter Meircken, their president, at their head, surrounded the door of the room in which McIlhenny and others were confined. This man was called out, and he came with an iron bar, and, assisted by those who swarmed out with him, made an attack upon the opposing force. There were forty of the prisoners, full of resolution and passion. The result was a retreat of

[1] It was probably in the early part of the term of authority of the inspectors that they were presented with the large oil-painting that for many years hung in the office of the prison. It depicted a woman weeping at the door of a cell, and bore the following inscription:

"At the door of the Prison see Friendship in tears,
May her object some pity inspire;
May the hand of Humanity banish her fears,
And relieve while she stoops to admire.

"'Tis an emblem which mortals may view with delight.
Nay! Divinity brightens the scene!
'Twas to save, when from heaven our Lord took his flight,
To pardon, and cleanse the unclean."

This painting and a rusty iron gibbet (that has come down from pre-Revolutionary times) are about the only relics of the Walnut Street prison that have been preserved in the jail on Passyunk road.

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the officials. Down the stairs, in the greatest confusion, tumbled inspectors, keepers, and convicts, black and white, while the upper passages and rooms resounded with shrieks, yells, and groans, and clanging of chains and bars, as the fastenings were torn to pieces with wild fury. In a few moments every door was thrown open, and throughout the whole range the prisoners were released. The force of the rioters was increased by two hundred men, who hastened to the lower hall, and then the entire body of convicts had unlimited sway within the prison. They hurried into the yard to make their escape, the alarm spreading fast throughout the city. Some persons who were armed climbed to the top of the eastern wall, and fired into the mob of convicts, killing one of them, John Runner, and wounding others who were endeavoring to break down the Sixth Street gate. The fire of the citizens cowed the insurgents, and while they shrank back into the yard the gates suddenly opened, and the whole space swarmed with the bayonets of the United States marines and the militia.

Sheriff Caleb North placed the force under the command of Col. Clement Biddle, a man of invincible determination. Col. Biddle mounted a marble block in front of the convicts, and, drawing out his watch, said, in a loud voice, "I give you just three minutes to march to your rooms; any hesitation will bring upon you a volley from these muskets." It was enough; authority had asserted itself. The crowd slunk away, and when the time had expired they were all in full march to their rooms. Forty-eight of the worst characters were arrested by means of the military, and put in cells. For three or four days and nights the prison was guarded by a force of marines and volunteers. Thirteen or fourteen of the ringleaders were arraigned for the murder of Howell, but as every witness was a convict, infamous by law, and unable to give legal testimony, it was impossible to convict any one.

Three or four years afterward there was a riot in the prison incited by two convicts named Malony and Helmbold. For two hours these desperate men had range of the yard, and with their spades and shovels threatened every keeper who came near them. Providentially just at this time a company of volunteer soldiers were parading the streets, and the captain being notified of the trouble at the prison, marched his men there, and quiet was soon restored. On the 26th of February, 1839, on a gusty night, Jock Smith, with some twenty or thirty others, managed to escape from a room on the second story east of the main door by sawing through the window-bars. Jock Smith was not heard of again for six years, when he was brought to the Eastern Penitentiary from the interior of the State, to be confined for horse-stealing.

In the course of time the Walnut Street prison, which was commonly called the penitentiary up to the time when the Eastern Penitentiary was built on Coates Street, became densely crowded. In 1817 the grand jury called attention to the subject. There were then in the prison four hundred and fifty-one convicts, and ten hundred and fifty-eight prisoners awaiting trial. It was no unusual thing for thirty or forty to be lodged in a room eighteen feet square. On March 30, 1831, the Legislature passed the act for the construction of Moyamensing prison, and on Oct. 29, 1835, it was finished, and the inmates of the Walnut Street jail were transferred to it. The commissioners had authority to sell the Walnut Street property, and in 1836 they disposed of it to John Moss for $299,000.99, having first demolished the prison structure. As the original cost of the ground to the city was but eight thousand six hundred and seventy-two dollars, it made a highly profitable bargain. Mr. Moss proposed to erect upon it a splendid hotel, to be called the Penn Hotel, but the scheme fell through, and the lot was cut up into building sites.

EXECUTIONS OF PERSONS CONFINED IN WALNUT STREET PRISON.

1776, May 4.—John Woodward, for the murder of his wife.
1777, March 4.—Brinton Debadee, shot for desertion.
1777, March 31.—James Molesworth, hanged as a spy.
1778, August.—George Spangler, hanged as a spy.
1778, Sept. 2.—Lieuts. Samuel Jones and Ford, shot for desertion.
1778, Sept. 4.—Patrick McMullin, shot for desertion.
1778, Nov. 4.—Abraham Carlisle and John Roberts, high treason.
1778, Dec. 1.—Wright, burglary.
1778, Dec. 22.—James Beard, highway robbery.
1779.—Abijah Wright, high treason, acting as a guide to the British army.
1780, April.—John Wilson, high treason, enlisting with the British.
1780, May 6.—Dennis Carragan, burglary.
1780, May 6.—John Hill, highway robbery.
1780, May 6.—Marmaduke Grant, burglary.
1780, November.—David Dawson, high treason.
1780.—Richard Chamberlain, counterfeiting Continental bills.
1780, Dec. 30.—James Sutton, running away with the American privateer "Luzerne," and taking her to the British, hung on the lower end of Windmill Island.
1780, Dec. 30.—John Hill, burglary.
1781, May 23.—Thomas Wilkinson, piracy, hung on Windmill Island and gibbeted at Mud Island.
1781, May 26.—Henry McKeever, John Dobbins, John Flannagan, James Byrnes, Thomas McCollough, burglary.
1781, May 26.—Thomas McGee, robbery.
1781, Nov. 24.—Mary Hall, burglary.
1781, Nov. 24.—James Cannon and James Green, robbery.
1781, Nov. 13.—John Moody, hanged as a spy.
1781, Nov. 13.——— Burns, *alias* Murphy, burglary.
1782, October.—Peter, a negro, for the murder of James, a negro.
1783, Feb. 15.—Kemble Stackhouse, Lot Salsey, Samuel John Freeman, *alias* Murick, burglary.
1783, Oct. 25.—Petro Giacobe, *alias* Simons, and Francisco Mosca, for the murder of Capt. Pickels.
1783, Nov. 1.—James McGraw and James Jones, burglary.
1784, July 17.—John Downey and John Martin, highway robbery.
1784, Oct. 16.—James Burk, murder of Timothy McAuliffe.
1784, Oct. 16.—James Crowder, burglary.
1784, Oct. 16.—Peter Brown, attempt to murder Capt. Tolbert.
1784, Oct. 16.—George Williams, *alias* One-Armed Tom Robinson, murder and highway robbery.
1784, Oct. 16.—James Brown, burglary.
1784, Oct. 16.—James Doane, robbery of the treasurer of Bucks County.
1785, May 7.—Andrew D. Black and Samuel Preston, robbery.
1785, July.—Francis Courtney, rape.
1787, May 12.—Robert Elliott, burglary.
1788, Sept. 24.—Abram Doane and Levi Doane, outlawry and treason.
1789, July 29.—William Coll, burglary and highway robbery.

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1789, Oct. 12.—Daniel Cronan, Francis Burns, John Bennett, John Logan, and John Ferguson (the wheelbarrow men), for murder of James McFarland. Hanged on a lot on Market Street, west of Thirteenth, near where the murder was perpetrated.

1788.—Charles Reed, for the murder of a boatman.

Here the bloody list comes down to a milder record. In 1786 the Legislature of Pennsylvania changed the punishment for burglary, highway robbery, and other crimes less than murder in the first degree to imprisonment. By the act of 22d of April, 1794, it was declared "no crime whatsoever hereafter committed (except murder in the first degree) shall be punished with death in the State of Penna." Under the same act the benefit of clergy in felonies of death was abolished.[1]

After that there were no executions under the State laws, except for murder, and even they were fewer in number than they had been in the early part of the century. The first execution after the passage of the act took place under the administration of the Federal law. On the 9th of May, 1800, Baker, ——, Brous, and, Peterson, *alias* Labruse, convicted of piracy and the murder of the mate and supercargo and one of the crew of the schooner "Amelia," and tried by a United States District Court, were hung at Windmill Island. This site seems to have been the place of execution for admiralty prisoners and persons charged with offenses under the law of nations before the Revolution, and convicted under the crown. There were no more executions there after 1800. Where the gallows was erected and executions took place before that time for prisoners convicted under the laws of the province and State is not exactly known. Whenever the newspapers published before the Revolution alluded to the place of an execution under State laws, it was frequently mentioned to have been "on the Commons," which, in the early part of the eighteenth century, might have been west of Eighth or Ninth Streets. But in fact most of these executions took place in Centre Square. After the law was passed restricting the cases in which capital punishment might be imposed, the following inmates of the Walnut Street prison were executed:

1800, May 9.—Baker, Brous, and Peterson, for piracy, at Windmill Island.

1807.—John Joyce and Peter Mathias (colored), for the murder of Mrs. Cross, hanged in Bush Hill.

1816, Aug. 10.—Lieut. Richard Smith, for the murder of Capt. John Carson, hanged at Potter's Field, now Logan Square.

1823, Feb. 7.—William Gross, for the murder of Keziah Stow, hanged at Potter's Field, now Logan Square.

Arch Street Prison.—As early as the year 1803 the necessity of erecting a new prison to relieve the Walnut Street prison of the pressure upon it was acknowledged by the Legislature. On the 1st of April, in that year, was passed "an act for the sale of certain vacant lots in the city belonging to the State." The preamble recited that the Walnut Street prison was too small to accommodate the convicts sent from all parts of the commonwealth. It was therefore directed that the money received from the sale of all vacant, unimproved lots in the city should be devoted to the construction of a new building for the confinement of prisoners awaiting trial, vagrants, and such other persons except convicts as had been committed to the county prison. The work was to be done in such a way as the inspectors of the prison, the Court of Quarter Sessions, the grand jury, and the county commissioners should agree upon. This was a measure of honesty on the part of the State of Pennsylvania, which, by reason of a gift of five hundred pounds for the purpose of erecting cells in the Walnut Street prison-yard, had obtained a right to use the Philadelphia prison for State purposes, under which it was made a place of confinement for convicted criminals from all parts of the State. The officers, to whom control in this matter was accorded, selected for the new prison a lot on the south side of Arch Street, between Broad Street and Schuylkill Eighth [Fifteenth], and extending to a small street running east and west, north of Filbert Street. Some of the vacant lots of the commonwealth were sold and the building was commenced. The work went on slowly. In 1809 a portion of it was occupied, and in the succeeding year the prison inspectors reported to the General Assembly of Pennsylvania that $85,821.12 had been received for the sale of city lots, and that they had expended in building the new prison $85,600.84. They wanted $25,000 more to complete the jail, and put up the wall. Their request was not complied with until two years afterward, when $25,000 were appropriated; but, even in this, much injustice was done by the conditions under which the money was to be spent. The act declared that the prison should be the exclusive property of the commonwealth. If the intention had been to relieve the county prison of Philadelphia at Sixth and Walnut Streets from the use the State had made of it for twenty-two years, as a penitentiary for the confinement of prisoners from other counties, there could have been no objection, and the measure would have been considered beneficial to Philadelphia. But while the law making the appropriation declared that the Arch Street prison should be entirely a State prison, the right of sending prisoners to the Walnut Street prison was not relinquished. There was no justice in this, but the inspectors took the money and proceeded to finish the Arch Street prison as well as they could. When completed, its ground plan was in the shape of the letter T.

The main entrance, offices, keeper's residence, kitchens, and wash-rooms were in the centre front, a building of brick, with basement, and high steps ascending to the principal story. There was a second

[1] Crimes which were punishable by death before Sept. 15, 1786, the date fixed in the act last mentioned, were murder, robbery, burglary, rape, sodomy, malicious maiming, manslaughter by stabbing, witchcraft, conjuration, arson, concealment of the death of bastard children, counterfeiting any gold or silver coin, and every felony (except larceny) on a second conviction.

story, crowned with a pediment, above which rose a small cupola, in which was placed a bell. Back of the central building, the prison rooms extended east and west nearly to Broad and Schuylkill Eighth Streets. They were two stories high, with a basement, and ran out to the small street extending east and west, and there at times the friends of prisoners could hold communication with them. The yards for the use of the prisoners were at the northeast and northwest angles of the lot. The main central building stood a little back from Arch Street. High walls of rough stone extended from each side to the building-line on Arch Street, and were thence continued along that street to Broad and Schuylkill Eighth [Fifteenth], and along the latter to the prison buildings, inclosing them on every side. This structure was never competent for the object for which it had been erected, as it was weak and insecure. Eventually the debtors were sent there to be imprisoned, as punishment for their misfortunes.

During the war of 1812 the Arch Street prison was partially appropriated for the use of the troops coming to Philadelphia, and it was also used for the confinement of prisoners of war. In December of 1814 it was occupied by a militia brigade from the interior of the State, under command of Brig.-Gen. Spearing. He was aided by the Committee of Defense, by a liberal appropriation, to enable him to purchase shoes, stockings, and clothing for his men, who were about to march for their homes in a distant part of the State in the most inclement part of the winter season.

In January, 1814, the Legislature of Pennsylvania approved of the policy, on the part of the national government, of securing hostages for the safety of such American soldiers as were threatened with execution by the British troops. In pursuance of this policy, in March of this year, Maj. De Vilette and twenty-two other British officers were brought to the city and confined in the Arch Street prison as hostages. In the succeeding month eighteen escaped by the simple method of sawing the iron bars of the windows of the rooms in which they were confined. Some of these were retaken, but the larger number got off beyond the possibility of arrest.

In 1822 the eastern end of the prison, which had been occupied by the debtors, was altered for the purpose of placing there prisoners awaiting trial, and the debtors were removed to the western side. The wall on all sides was raised six or eight feet, and changes were made in the character of the rooms and cells. In the succeeding year, by an act of Assembly, all the debtors in the Prune Street department of the Walnut Street prison were directed to be removed to the Arch Street prison, and the space they had formerly occupied was used as a part of the penitentiary.

In 1832 the Arch Street prison suffered severely from the cholera, the first death occurring on July 30.

There were then confined in that institution two hundred and ten persons on the criminal side and twenty-one in the debtors' apartment. The former class was made up most entirely of vagrants, disorderly persons, petty thieves, and drunkards. In two days after the outbreak of the disease in the prison there were a very considerable number of cases. Dr. Jesse R. Burden was at the time a visiting inspector, and being apprised of the threatening condition of affairs, not only applied his own professional skill and attention to the persons taken sick, but obtained the services of Dr. A. M. Allen as resident physician, and Edward Peace, at that time a student of medicine, to attend at the prison. Dr. Allen was prostrated shortly after he went to the prison, and Dr. Peace also became ill before the end of the first week. The latter before he was himself attacked was in consequence of the sickness of Dr. Allen the only person in medical charge, and was in great personal danger. The inmates of the prison were intensely excited and chafed under a restraint which they would have borne with comparative good humor under ordinary circumstances, but which at that time seemed to be cruel. When Dr. Peace was taken with the disease, on Sunday, August 5th, there were eighty sick persons among the inmates and four of the officers were down. There was great danger of an outbreak on the part of those prisoners who remained. What was more important was the fact that they were without medical assistance in case of attack. News of the unfortunate state of affairs soon spread throughout the city, and Dr. Burden obtained the assistance of a number of fearless physicians. They were Drs. George Fox, R. Harlan, C. W. Morris, C. Lukens, J. Peace, A. M. Allen (who had partially recovered from his sickness), George Norris, Benjamin H. Coates, T. Ash, Wilson Jewell, Robert Bridges, and J. Togno. They promptly repaired to the jail and did the best they could, but the pestilence was extremely virulent. "The scenes of that memorable day were of unparalleled fearfulness and loathsomeness in the history of Philadelphia. Before night not less than seventy persons who were living in the building when the morning dawned were consigned to the grave," said the citizens' sanitary committee of North Ward in the formal report which they made of the circumstances connected with this visitation. "In the midst of this awful riot of disease and mortality the medical gentlemen nobly and faithfully maintained their ground, and were instrumental in rescuing many who would otherwise have swelled the frightful number of the dead."[1]

[1] The committee of North Ward named as principals among the citizens, John Swift, Thomas Roney, Peter Fritz, Robert O'Neill, Thomas Wallace, George Tees, Michael Wartman, George Nagle, and Peter A. Grotjan. Thomas Louellen, a keeper, was the only officer of the prison who remained on duty throughout the existence of the disease in that building, and although exposed more than any one else (except the physicians) by contact with the sick and the dead, was at no time seriously indisposed. Joseph S. Kite, a citizen, was invested with the office of keeper by the inspectors when all the officers but Louellen had succumbed. Kite acted but a single day, and was himself attacked by the disease the next morning. John Swift was taken sick the day after. He was conspicuous at the prison, and narrowly escaped death. In the

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At the succeeding session of the Legislature a committee was appointed in the House of Representatives to investigate the circumstances connected with the appearance of cholera at the Arch Street prison. They stated that the entire period during which the disease raged in the institution was from the 5th of July until some time in September. It first appeared in the women's apartment, and the sufferer was a female vagrant who had been only a day or two in the house. In relating the circumstances the committee said, "The rooms used as hospitals became crowded and the sick were brought into the great hall. There was an interval of several days before the epidemic occurred on the men's side; when it did, it seemed, according to the description of a keeper, like a shock of electricity. The cries, shrieks, and groans of the sick and dying, the frantic desperation and agony of those who were eager to escape, and the difficulty at the moment of deciding upon all the points of most interest to the welfare of the prisoners and that of the public, are described as in the highest degree distressing and embarrassing to those who had them in charge."

On the night of the 4th of August the diseased were so numerous upon the floors of the extensive halls that the keepers had difficulty to avoid treading upon them as they performed their duty. "About eighty persons were lying dead, dying, or suffering with this epidemic in the building. The dead were necessarily kept all night in the jail, because the keepers feared to open the doors, lest the prisoners for whose security they were responsible should attempt to escape." The chief keeper, on the "fatal Sunday," August 5th, "bewildered with fatigue, and almost in a state of derangement," called upon the recorder of the city, reported upon the condition of the prison, and begged that the prisoners might be released. Upon consultation with the inspectors, the determination was taken by the latter to discharge many of the prisoners upon their own recognizance. The recorder did this with a formal sort of protest "that he had no legal right to do so, but that in his opinion the necessity of the case amply justified the act." Some of the sick were sent to the cholera hospitals of the city, and thirteen of the most desperate characters were taken under convoy of a strong guard of citizens to a neighboring watchhouse. As for the debtors, they were in worse condition than the criminals. The public, represented by the officers of the commonwealth, might be satisfied with overlooking the strict demands of law and duty in a case like this, where the necessity was great; but the remorseless creditor, who had put his unfortunate debtor in prison, might not be willing to forgive any citizen who should make himself legally responsible by aiding in the discharge or escape of his victim. In some instances money was advanced by private citizens to release them from the judgments against them. In others bonds were filed and surety entered by persons who were unacquainted with the debtors, on condition that they would apply for the benefit of the insolvent laws. Many of the prisoners in health assisted those who were sick, and some of them who were discharged on Sunday remained until the succeeding day as nurses. In fact the prison was entirely cleared out on the 6th of August, and it was cleaned and fumigated before it was again put to use. During the interval the thirteen prisoners who had been strongly guarded at the neighboring watchhouse, at Broad and Filbert Streets, were returned to their old quarters. Not one of them had died.

It may be permissible to mention here that during this season there was no case of death by cholera at the penitentiary. There was only one case at the Walnut Street prison which resulted in death. Diarrhœa and diseases of the bowels were noticed to be more prevalent there than elsewhere.[1]

After the Philadelphia County prison, at Moyamensing, had been finished, in 1836, the Arch Street prison was abandoned and the property sold. The only execution in the latter building was that of James Porter, found guilty of robbing the United States mail at Ridge road and Turner's Lane. He was hanged on July 2, 1831, on the line of Seventeenth Street, near the intersection of Wallace.

Eastern Penitentiary.—On March 21, 1821, the Legislature passed an act to provide for the erection of a State penitentiary within the limits of the city and county of Philadelphia. Commissioners were appointed to select the site and superintend the erection of the building. They were Thomas Wistar, Dr. Samuel P. Griffith, Peter Miercken, George N. Baker, Thomas Bradford, John Bacon, Caleb Carmalt, Samuel R. Wood, Thomas Sparks, James Thackera, and Daniel H. Miller. They were directed to build a penitentiary on the general plan of the Western Penitentiary, at Pittsburgh. They were also authorized to sell the Arch Street prison to the commissioners of the city and county of Philadelphia, if the latter would pay fifty thousand dollars for the buildings. They selected a tract of land of eleven acres, with a dwelling-house and country-seat, known as Cherry Hill, and situated upon Francis Lane, afterward called Coates Street [Fairmount Avenue], between

succeeding year a service of plate was presented by the citizens of Philadelphia in appreciation of his courageous conduct and the valuable assistance which he gave at the prison. This presentation was made in March, 1833.

[1] The Board of Health record states the number of cases of cholera in the Arch Street prison between July 11th and September 13th to have been eighty-six; deaths, forty-six. But the committee of the House of Representatives, at the session of 1832–33, said that there was difference of opinion as to the degree of mortality. A member of the Society for Alleviating the Miseries of Public Prisons was of the opinion that the entire mortality of the prison inmates was fifty-two persons, and this included those who died in the prison and the cholera hospitals, and two who were discharged from prison, but were found lying dead on the roads a few miles from the city. Ten persons died after that time, making a total of sixty-two. Another estimate placed the entire mortality as high as eighty.

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Schuylkill Third [Twentieth] Street and Schuylkill Front [Twenty-second] Street. John Haviland was chosen to be the architect, and produced a plan differing from any previously used in prison buildings. There is a central structure for the officers, and as a guard over all the establishment, it was crowned by a tower. This observatory, for such it is, overlooks the blocks of cells, which radiate from the central building like spokes from the hub of a wheel. Each corridor of cells opens upon a small yard for the use of the inmates. Long passage-ways extend through each corridor, and separate the cells. Beside the overlook in the watch-tower, there are galleries on the outside, by which every yard space in a block of cells can be seen, so that if any prisoner should attempt to escape his design can, by the exercise of ordinary vigilance, be detected and prevented. There are thirty-six cells in blocks, each twelve feet long, eight feet wide, and ten feet high, with an exercising-yard to each. The prison proper is in the centre of the grounds, which occupy more than a solid square of the ordinary size upon the city plan. The front is in the castellated style of architecture, having heavy square towers sixty-five feet high, and a splendid arched gateway, with portcullis and central tower. The gate is twenty-seven feet high and fifteen feet broad, and the main front tower ninety-seven feet high. The front on Fairmount Avenue is six hundred and seventy feet depth, and on the sides about the same. One of the objects expected to be secured by the erection of this building was the establishment of the Pennsylvania system of separate confinement. The plan was administered with earnestness by the inspectors for several years, but it was found that it did not accomplish near as much as was expected. The greatest objection to it was that it sometimes caused insanity, and the system has consequently been much modified.

THE MOYAMENSING PRISON.

The corner-stone of the Eastern Penitentiary was laid on the 22d of May, 1823, and an address was delivered by Roberts Vaux. The buildings were finished in 1829, with two hundred and sixty-six cells, according to the original plan. In 1831 the inspectors were authorized to increase the number of cells to four hundred. Additions have been made from time to time, so that the buildings are much larger now than they were fifty years ago. Between 1824 and 1839 there were appropriated for the grounds and building of the Eastern Penitentiary six hundred and eighty-eight thousand one hundred and twenty-four dollars.

On May 19, 1837, William Moran, who had been confined in the Cherry Hill prison, was hanged on the line of Seventeenth Street, near the intersection of Spring Garden Street, for the murder of Capt. Smith and Mate Ward of the schooner "William West."

The Philadelphia County Prison (Moyamensing).—On the 30th of March, 1831, the Legislature passed an act directing that a prison for the city and county of Philadelphia, capable of holding at least three hundred prisoners on the principle of separate confinement, should be erected at such a place within the city and county as the commissioners appointed by the Court of Common Pleas of the county and the Mayor's Court should direct. This building was to be called the Philadelphia County prison. The commissioners were authorized to purchase a site and make contracts for the erection of the building, and to borrow $150,000, if necessary for the purpose, at an interest not exceeding five per cent. per annum, for the security of which the Walnut Street prison property was pledged. By the act of Feb. 27, 1833, power was given them to borrow $70,000 additional, and the sale of the Arch Street prison was provided for. In the succeeding year another loan of $70,000 was authorized. The Moyamensing prison cost $360,000, and as the receipts from the Walnut Street and Arch Street sales netted $330,012.18, the county had to pay no greater sum than $29,517.82. Under these acts

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the Court of Common Pleas appointed as commissioners for building the new prison Jesse R. Burden, Jacob Frick, and William G. Alexander, and the Mayor's Court appointed William E. Lehman, Joseph Price, and Samuel Palmer. On the 13th of April, 1832, these commissioners purchased of John Savage fifteen and three-quarter acres of ground in Moyamensing township for $8000, and in the succeeding May they bought one hundred perches adjoining for $975. The ground was on the west side of Passyunk road, near Tenth Street, and just below Reed Street. It extended back, crossing Eleventh, Twelfth, and reaching to Thirteenth Street, and was much larger than the necessities of such a building at the time of purchase. When the prison came to be built, it was laid out in lines parallel to Passyunk road, and its depth was sufficient to cut into Eleventh Street and block up that highway entirely.

The ground west of the prison inclosure remained vacant for some years. The greater portion of it was assigned, in 1838, for use by the military as a parade-ground, and was known by that name for many years. It was rarely used by the volunteers, and was unpopular among them because it was never properly laid out for their use. Afterward a portion of it, bounded by Wharton, Reed, Twelfth, and Thirteenth Streets, was laid out for a public square, and known as Passyunk Square. On a portion of the lot on the east side of Twelfth Street was built, in 1882, an armory for the Third Regiment National Guards.

The corner-stone of the new prison was laid on the 2d of April, 1832. The plans for the building were prepared by Thomas U. Walter, architect. He chose for it the castellated Gothic style, and was successful in the design of a bold and exceedingly striking front, the effect of which was much increased by the heavy, dark color of the syenite granite which was selected for the building material. The façade was set back from the road, at the distance of fifty feet from the line of the sidewalk. The centre building, fifty feet in height, is of three stories, with a front of fifty-two feet at the base and a height of fifty feet. Circular warders' towers, supported on large corbels, are at the corners, and rise above the roof, being crowned with projecting embattled parapets. The centre building also is surmounted by parapets pierced with embrasures. The whole front is ornamented with architraves, corbels, labels, etc., peculiar to the style. On each side of the centre building are wings receding ten feet, and fifty feet wide, surmounted by a parapet pierced with embrasures. Entrance gates, ten feet wide and seventeen feet high, secured at the top by wrought-iron portcullis, give means of access to the interior of the prison. Octagonal towers terminating in embattled parapets, and ornamented with narrow, pointed windows, are joined by a yard wall receding fifteen feet, and then extending northeastward and southwestward to bastions fifteen feet wide at the base, thirteen feet at the top, and twenty feet high. The centre building contains the office of the inspectors and rooms for the keeper. There were offices and lobbies in each of the wings on the lower story, from which the cells extend.

There are four hundred and eight cells, each nine feet wide, thirteen feet long, and nine feet high. The entire front of the prison is three hundred and ten feet, and its depth between the yard walls five hundred and twenty-five feet. Inside of the prison-yard, in a building forty-three feet wide by seventy-two feet long, erected between the blocks of cells, is the kitchen, bake-house, laundry, and bath-houses; and in two other buildings are rooms for turning, tinsmithing, blacksmithing, carpentering, and dyeing.

On the north side of the prison the debtor's apartment was erected as a separate building, having its front on the Moyamensing road on a line with the prison. The architect Walter designed it in the Egyptian style. The material is red sandstone, from quarries on the Connecticut River. The front is about ninety feet, and the depth one hundred and twenty feet. The entrance is by a recess portico ornamented by two columns three feet in diameter, twelve feet high.

By section eighth of the act of 1831, it was directed that every person who should be convicted after the completion of the new prison for any crime, the punishment for which should be imprisonment for a term under one year, should be sent to the new prison. This was altered in 1835 to a term of two years or under.

By act of 14th of April, 1835, it was directed that there should be a board of inspectors of the county prison, twelve in number, four of them to be appointed by the mayor, recorder, and aldermen of the city of Philadelphia, four by the judges of the Quarter Sessions, and four by the judges of the District Court. The board was directed to divide itself into four classes to serve one, two, three, and four years, and afterward new appointments were to be made for four years. In 1838, by the act constituting the Court of Criminal Sessions, the number of inspectors was increased to fifteen, three of whom were to be appointed by the judges of that court.[1]

By act of March 22, 1836, the commissioners for building a prison were authorized to purchase a suitable site and erect a building thereon to be called "the vagrant department of the city and county of Philadelphia." To this building all persons convicted by magistrates as vagrants or disorderly for one month's imprisonment were to be sent. The commissioners performed the duty by erecting a vagrant building upon the premises of the county prison. After the abolition of imprisonment for debt in 1841,

[1] In 1838–39 the inspectors were Jesse R. Burden, Edward C. Dale, John L. Woolf, Robert O'Neill, appointed by the District Court; William G. Alexander, Augustine Stevenson, William King, John R. Walker, appointed by Quarter Sessions; Joseph Price, William Bethel, William E. Lehman, Joel B. Sutherland, appointed by mayor, recorder and aldermen; Joseph E. Smith, Michael Day, William F. Hughes, appointed by Criminal Sessions.

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the debtors' apartment, adjoining the county prison, became unnecessary for that service, except in the case of prisoners confined upon proceedings and actions in tort, and the debtors' apartment was utilized for the confinement of witnesses and other purposes.

On the 10th of April, 1834, the Legislature passed an act abolishing public executions, and directing that the sentence of the law where prisoners should be condemned to death by hanging should be inflicted within the walls or yard of the county jail, and it should be the duty of the sheriff or coroner to be present, and the presence of a physician, the attorney-general, or deputy of the county, and twelve reputable citizens, to be selected by the sheriff, should be invited, with one or two ministers of the gospel, if desired by the criminal, and any immediate relatives, together with officers of the prison, and such of the sheriff's deputies as might be selected. After the execution, oath by the sheriff or coroner, together with the death-warrant, is ordered to be filed in the office of the Court of Oyer and Terminer of the county. Under these provisions the executions in the county prison have since taken place within the prison walls. The following gives the dates and names of persons hanged up to March 4, 1884:

EXECUTIONS IN THE COUNTY PRISON.

1839.—Samuel Zeppon (colored), for the murder of Cuffy Todd (colored).

1839, Aug. 9.—James Williams, for the murder of Francis Kearney.

1846.—Charles Mosler, for the murder of his wife.

1848, Oct. 29.—Charles Langfeldt, for the murder of Mrs. Rademacher.

1852, Aug. 6.—Matthias Skupinski, for the murder of Jacob Lehman.

1852.—Blaise Skupinski, for the murder of Jacob Lehman.

1853, June 10.—Arthur Spring, for the murder of Ellen Lynch and Honora Shaw.

1856, May 23.—Peter Mattocks (colored), for the murder of Elizabeth Gilbert (colored).

1861, Aug. 9.—Thomas J. Armstrong, for the murder of Robert Crawford.

1866, June 8.—Anton Probst, for the murder of Christopher Deering, of which he was convicted. He also murdered at the same time, and confessed to the crime, the other members of the Deering family, viz.: Mrs. Julia Deering, John Deering, Thomas Deering, Emily Deering, Elizabeth Dolan, and Cornelius Carey.

1867, June 4.—Gottlieb Williams, for the murder of Mrs. Elizabeth H. Miller.

1867, Aug. 29.—George W. Winnemore, for the murder of Mrs. Dorcas Magilton.

1869, April 8.—Gerald Eaton, for the murder of Timothy Hoenan.

George S. Twitchell, convicted of the murder of Mrs. Mary E. Hill, his mother-in-law, was sentenced to be hanged April 8, 1869, but took poison on the morning of that day, and died before the time of execution.

1871, Feb. 1.—John Hanlon, for the murder of Mary Mohrman.

1875, Jan. 20.—Frederick Heidenblut, for the murder of Godfrey Knehnle.

1877, May 17.—Patrick Quigley, for the murder of Mrs. Catharine Quigley, his wife.

1881, Jan. 6.—Daniel F. Sullivan, for the murder of Josephine S. Irvin.

1881, Jan. 6.—Patrick Hayes, for the murder of his wife, Bridget Hayes.

1884, March 4.—John McGinnis, for the murder of his mother-in-law, Mrs. Mary Reed.

The House of Correction.—The growing demand of prison management for available space was hampered to a considerable degree by the increasing number of prisoners committed for trivial offenses. The necessity of an intermediate establishment between an almshouse and a prison was frequently enforced by the public journals, and occasionally the plan was presented by grand juries. At length the Legislature was induced to take some action. By act of April 14, 1868, City Councils were authorized to provide for a house of correction and employment, and to erect the proper buildings for the organization and management thereof. Under this authority Councils passed an ordinance, Dec. 29, 1870, creating a body to be managers of the House of Correction. In the succeeding year, June 2d, the Legislature passed an act making those managers a body politic and corporate, under the title of "The House of Correction, Employment, and Reformatian for Adults and Minors in the City of Philadelphia." Under this act the managers were empowered to receive all persons who were willing to be committed for not less than three months, nor more than twelve; any persons liable to be committed to a place of confinement, who might apply for the purpose; and also all persons convicted of being vagrants, drunkards, or disorderly street-walkers; also minors not under sixteen years of age "absenting themselves from school, or who shall disobey their parents' command, or be found idle in the streets," if arrested on complaint of parents, or any citizen; provided no boy shall be kept in the House of Correction beyond twenty-one years of age, or a girl beyond the age of eighteen. Provision was made that every person in the custody of the managers, unless disqualified by sickness or casualty, "shall be employed by the superintendent in quarrying stone, cultivating the ground, manufacturing such articles as may be needed for the prison, almshouse, other public institutions of the State or city, or for other persons, and at such other labor as shall upon trial be found to be profitable to the institution and suitable to its proper discipline and to the health and capacity of the inmates." Permission was given to employ inmates under direction of the superintendent outside of the grounds of the institution "for any of the departments or institutions of the city, or for such other persons as may be approved by the Board of Managers."

The first board of managers was elected by Councils in December, 1870, and consisted of A. H. Franciscus (president), Thomas A. Barlow, William F. Smith, Samuel Leonard, Samuel Kilpatrick, Samuel C. Willets, John Fry, William M. Wilson, John Robbins, Jr., William A. Duff (secretary). A tract of ground was selected for the erection of the House of Correction on the west bank of the Delaware River and the south bank of Pennypack Creek, embracing a tract of from two hundred to three hundred acres. It was situate between the river and the State road, and not far from the Trenton Railroad, so that there was access by railroad, and, by the building of a wharf upon the Delaware, there was a convenient landing from the water. It was expected that a portion of this ground

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could be employed for farming and other accommodation for industries. On this plot there was commenced, in 1871, an extensive range of buildings, the ground plan of which was something like a letter Y, with three cross-pieces below the crotch. The plans were drawn by James H. Windrim, architect, who superintended the construction until the buildings were well advanced, after which he was superseded by Frank Furness. The builder was Richard J. Dobbins. The buildings are of stone. They comprise a large main edifice, with keeper's residence and offices, and a central building for correction purposes, with eight extensive wings. In the centre, high above all, rises a steep roof-construction, which is visible for a long distance. It is the Anchor of Hope chapel. Its floor is on a level with the third-story floors of the adjacent buildings, and its ceiling is some thirty or forty feet above. This chapel is conveniently situated for access from all parts of the building, and it will hold two thousand five hundred persons. The hospital-rooms are upon the third story, also a school-room for boys. Connected with the house are very extensive kitchens, bakery, store-rooms, and shops. The institution has held more than two thousand inmates at a time. The men are put to labor in stone-quarries near by, or to work about the grounds filling up the low places, cultivating the garden, and gathering ice in the winter. Some of them were occupied for several months, about 1879–80, in building the great levee and embankment upon the Schuylkill, intended to keep the water from overflowing the low grounds at the Neck during great freshets in the river. They were also engaged in the repairing of South Broad Street, and in 1882 an arrangement was made by which the labor of the inmates was to be utilized for finishing the great reservoir for the water-works in East Fairmount Park. In the shops of the House of Correction are made clothing for the inmates, hats, shoes, etc. The women prisoners work at sewing and washing. The latter necessity is very extensive, and sometimes involves the cleansing of seven thousand pieces a week.

House of Refuge.—The establishment of the House of Refuge is to be ascribed to the efforts of the Society for the Alleviation of the Miseries of Public Prisons. In the course of their experience, closely connected with the character and weakness of the criminals and destitute, the members of this society were frequently and painfully impressed with the danger to which youths were exposed when their early associations were not restrained, and their impulses properly directed. The society considered the matter, and originated a plan for the establishment of a place of reformation for juvenile delinquents. The plan of such a society had already been demonstrated as a necessity in the city of New York. Under this example the Philadelphia society formulated a plan, and a meeting of citizens was called at the county court-house on the 7th of February, 1826, for the purpose of instituting a society to build and manage a house of refuge. Chief Justice William Tilghman was president, and Col. Robert Patterson secretary. Roberts Vaux read an address in which the part taken in the movement by the Society for Alleviating the Miseries of Public Prisons was explained. John Sergeant offered a set of resolutions, in which it was stated that at that time there were sixty persons in the Walnut Street prison under the age of twenty-one years. It was resolved that an association should be formed, to be called "The House of Refuge for Juvenile Offenders," and that the Legislature should be appealed to for a charter. To carry out the measure a committee was appointed, composed of Joseph R. Ingersoll, Alderman Abraham Shoemaker, Thomas Bradford, James C. Biddle, John Swift, Roberts Vaux, Dr. James Mease, George M. Dallas, and Robert Wharton. Application was immediately made to the Legislature for a charter, and on the 23d of March, 1826, an act of Assembly was passed, the preamble of which stated that an association of citizens had been formed in the city and county of Philadelphia for the humane and laudable purpose of reforming juvenile delinquents, and separating them from the society and intercourse of old and experienced offenders, with whom, within the prisons of the said city, they have heretofore associated, and were thereby exposed to the contamination of every species of vice and crime. The members of this society were incorporated and made a body politic in law by the name, style, and title of the House of Refuge. Membership in the corporation was assured to any person who should pay the sum of two dollars annually during the time he made such contributions. Any one who paid ten dollars annually for six years, or fifty dollars in one sum, would become a member for life. The directors were twenty-one in number, elected at the annual meetings. Afterward, in 1832, an act was passed giving the appointment of two managers to the mayor of the city, and three to the Court of Quarter Sessions. The managers were to provide a suitable building and establish regulations for the religious and moral education, training, employment, discipline, and safe-keeping of the inhabitants of the house. They were entitled to receive at their discretion children taken up or committed as vagrants or upon any criminal charge, or duly convicted of any criminal offense upon commission of Court of Oyer and Terminer, or Court of Quarter Sessions, to which the Mayor's Court was afterward added, or of aldermen or justices of the peace, or managers of the almshouse. There were some changes in these regulations in after-years, the most important of which gave the managers a right to receive males under twenty-one years of age, and females under eighteen, committed by an alderman or justice on complaint of a parent, guardian, or next friend of children, on proof of vagrancy, or incorrigible or vicious conduct.

On the 2d of March, 1827, the Legislature granted

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five thousand dollars immediately and two thousand five hundred dollars on the 1st of January, 1828, and a like sum on the 1st of January, 1829, and the county commissioners were ordered to set aside ten thousand dollars, to be paid in two installments, toward the purchase of the site and building of the house. After that was paid the commissioners were to pay out of the county funds five thousand dollars a year for keeping of the house, and repairs for five years. Subsequent appropriations were made in different ways. In 1835 the act in regard to the commission and confinement of infants was amended and changed in some particulars, and it was directed that the judges of Common Pleas and the District Court and the recorder of the city should alternately visit the house at least once in two weeks to examine into the commitments and causes, and, if satisfied with them, to indorse on the commitment of the magistrate that the infant should continue there or be discharged. The managers of the society obtained subscriptions during the year 1826 to the amount of eight thousand one hundred and four dollars and forty-one cents. Encouraged by this success and the legislative assistance, they entered into the work. For the purposes of the institution they purchased, for five thousand five hundred dollars, the piece of ground which had been held for the purposes of the botanic garden. It was situated at the northwest corner of Ridge road and Francis' Lane [afterward Coates Street, and now Fairmount Avenue]. Upon this ground the managers, with excellent discretion to avoid subsequent trouble in regard to the opening of streets, laid out an inclosure west of the Ridge road, and on the line of Schuylkill Eighth [Fifteenth] Street, and extending to the line of Schuylkill Seventh [Sixteenth]. None of these streets were at that time opened above Vine or Callowhill Street. The plot taken for the purpose was four hundred feet in length from east to west, and two hundred and thirty-one feet in breadth from north to south. It was inclosed on all sides with a stone wall two feet thick and twenty feet high. The back part of the building was upon Coates Street, but the unpleasant uniformity in the shape of the wall was avoided by a rise in the central portion in the shape of a pediment, which gave to the wall somewhat the appearance of a front of a large building. There were tower-like projections at each corner. The wall was entirely of rough stone. The principal front was upon the north, and fronted upon a street then called Howard Street. It was in appearance much like the wall on Coates Street, except that the central building rose higher and was of two stories and an attic, and a large central door. The low towers at each end rose a few feet above the wall, and were capped with high roofs. Long narrow windows were opened at distances along the whole front. The architecture was simple but substantial. In the main building were the superintendent's residence, rooms for the managers, libraries, etc. The dormitories and shops were in the inclosure. There were wings on each side of the main building, three stories in height, which contained one hundred and seventy-two cells, four feet by seven each, for separate lodging-rooms, which were well lighted and ventilated. The main building was ninety-two feet front and thirty feet deep. The workshops were low buildings, running parallel with the east and west walls. The corner-stone of the House of Refuge was laid on the 21st of June, 1827, and the building was carried on with so much energy that before the end of the year it was under roof.

The whole cost of the lot and buildings was $38,-025.16. The house was exhibited to the public and formally opened Nov. 29, 1828, by an address by John Sergeant, the president of the institution. The first subject committed to the discipline of the house was received on the 8th of December of the same year. He was a boy fourteen years of age, and committed by the mayor. A library of several hundred volumes was contributed at an early period, mostly by the booksellers of the city. The regulations of the house were exact. At a quarter before five o'clock in the morning the bell rang, as a notification to the inmates that it was time to rise for the day. By five o'clock the dormitory doors were opened and the inmates sent to their ablutions, afterward to morning worship, and then to school. Seven o'clock was the breakfast hour, and in half an hour they were sent to work. There they continued until noon, which was the dining hour. After dinner they heard lessons or lectures until one o'clock, when they returned to the shops. At five o'clock they went to supper, after which half an hour was allowed for recreation or play. School from half-past five o'clock to a quarter before eight, followed. Then there were evening prayers. The boys and girls were sent to bed before eight o'clock, and the doors locked, and they were left to their slumbers. On Sundays there was a Sunday-school and religious services, morning and afternoon. Clergymen of different denominations preached by turns in the chapels, and the services of the superintendents of the schools were gratuitously given. The boys were employed at book-binding, shoemaking, winding bobbins, making brass nails, umbrellas, furniture, cane chair-seats, and bonnet-reeds. The girls were employed at sewing, knitting, cooking, and other domestic duties about the establishment.

Some time after the original building was finished additional cell buildings were erected for girls, and there were then accommodations for seventy females. The House of Refuge was in considerable favor for some years. It was a fact that the expenses of the almshouse and penitentiary had been reduced after its establishment. It was asserted that vagrant children had become less numerous in the streets, not merely wanderers, but children who professed to beg and were ready to steal. The judges of the courts, in their charges to the grand juries, dwelt upon the

advantages of the institution, and the grand juries made favorable mention. Four thousand six hundred dollars were contributed to the support of the house by the executors of William Mackenzie, in 1829. Frederick Kohne also made a large bequest in favor of the institution.

JAMES J. BARCLAY.

In the course of years the institution became crowded. There was a difficulty also in regard to the commitments of colored children. The prejudices of the white children were very strong against such associates, and their feelings at times were unpleasantly manifested. These circumstances induced the managers at as early a time as they could arrange to obtain the funds to make preparations for the construction of a building for colored children. A lot of ground was purchased upon William [Twenty-fourth] and Parrish Streets, extending to Twenty-second and to Poplar Streets. Here, upon a lot four hundred feet by two hundred and ten in width, the colored department of the House of Refuge was opened on the 1st of January, 1850. The premises were surrounded by a high wall, and the interior fitted up with work-shops and other buildings. This was the commencement of a movement to take the institution from Fifteenth and Coates Streets, which was fully accomplished in after-years. The managers built on the eastern portion of the lot, extending from about the line of Twenty-third to Twenty-second Streets, the House of Refuge for white boys. At a later period there was built on the west side of Twenty-second Street and north side of Poplar Street, and extending to South College Avenue, a House of Refuge for girls, in a brick building separated from the department for white boys by the width of Poplar Street. This building is, however, connected by a bridge to the building south of it, an arrangement of convenience to the officers of the institution. This building was dedicated on the 20th of January, 1872. The property at Fifteenth and Coates Streets had been disposed of before that time.

James J. Barclay, president of the institution, has held that position for forty-eight years, and was one of its founders. On his ninetieth birthday, Jan. 15, 1884, a public reception was given him at the House of Refuge, a ceremony which was a just tribute to his arduous and honorable services to that as well as to other charitable and reformatory institutions. Among those who on that occasion congratulated him upon his ripe age, his useful life, and the general esteem in which he is held by the community, were many of the leaders of commerce, law, and society in this great city.

CHAPTER XLV.

PUBLIC SQUARES, PARKS, AND MONUMENTS.

PUBLIC SQUARES AND PARKS.

The title of the city of Philadelphia to the five public squares within the boundaries of the city, as originally laid out between Vine and Cedar Streets and the Delaware and Schuylkill Rivers, depends, with the exception of a direct grant by patent of the Southeast Square for a public burying-ground, upon a statement issued as the explanation of a map. The earliest known plan is "a portraiture of the City of Phila. in the Province of Penna. By Thos. Holme, surveyor General. Sold by Andrew Sowle in Shore ditch, London." At what time this map was published is not known. It might have been in 1682, but was more probably in 1683. It shows some things which are evidence that the exact position of the streams was not clearly understood. For instance, Dock Creek is represented as discharging itself into the Delaware between Spruce and Pine Streets. The Cohoquenoque, or Peggy's Run, is laid down as commencing near the intersection of Arch and Broad, and flowing northeasterly, crossing Vine Street about the present intersection of Franklin Street, between Seventh and Eighth, and so bending northeasterly to the Delaware, which it enters at about the right position. While a portion of this course was correct, that which gave it rise at Broad and Arch Streets was wrong. Broad Street on this map is the twelfth street from the Delaware, there being eleven parallel streets on each side of it between the Delaware and the Schuylkill. The Centre Square is laid down at the intersection of Twelfth Street and Market Street. Four

smaller squares, with trees upon them to show their uses, are also marked. One, afterward called Southeast and then Washington Square, commenced at the southwest corner of the sixth street from the Delaware and the street afterwards known as Walnut Street. It was a perfect square. It extended on Walnut Street beyond Seventh Street, and about half the way to Eighth Street. Southward it ran toward Spruce Street, which it did not touch, but extended about three-fourths of the distance to the latter. It was, therefore, only bounded by two streets, and it closed up the passage on Seventh Street entirely. The distance from Walnut to Spruce is greater than between any other two streets running east and west in the old city. The actual reason of the width is that Dock Creek (although this plan does not show it) entered the Delaware north of Spruce Street, and just where any street laid immediately adjacent to the southern boundary of the Southeast Square would have come out. To avoid this, Spruce Street was placed far enough south of the square to secure a clear passage.[1]

The Northeast Square was situate upon Sixth Street, between Race and Vine Streets, and along the two latter, crossing Seventh and about half-way to Eighth Street. The Southwest Square upon this plan is laid down between the sixth [Seventeenth] and eighth [Fifteenth] streets from the Schuylkill. It extended eastward from Schuylkill Sixth, and crossed and blocked up Schuylkill Seventh [Sixteenth] Street. It was bounded by the accessible streets Schuylkill Sixth and Walnut, and occupied relatively the same position as the Southeast Square.

The Northwest Square was bounded on the west by Schuylkill Sixth [Seventeenth] Street, and on the north and south by Vine and Sassafras Streets. It extended across Schuylkill Seventh, and half-way to Schuylkill Eighth Streets. These squares upon the plan appear to be of the same size, but by survey some difference is now shown. The Southeast Square is 540 feet north and south by 540 feet 4 inches east and west, and contains six acres and two roods. The Northeast Square is 632 feet north and south by 543 feet 6 inches east and west, and contains seven acres and three roods. The Southwest Square is 540 feet 4 inches north and south by 540 feet 4 inches east and west. The Northwest Square is 632 feet north and south by 540 feet east and west, and contains seven acres and three roods.

It will be observed from this statement that the two western squares were not intended to be situate where they are now. They were at some time after the "portraiture" was published moved westward, so that their eastern boundaries were upon Schuylkill Fifth [Eighteenth] Street, and they extended westwardly, crossing Schuylkill Fourth [Nineteenth] Street, nearly to Schuylkill Third [Twentieth] Street. When this alteration was made is not exactly known. It must have been within a year or two after the "portraiture" was published. Within about two or three years afterward it is supposed that Holme issued "a map of the improved parts of Pennsilvania, in America, begun by Wil. Penn, proprietary and Governor thereof in 1681." It contains plans of the three counties of Philadelphia, Chester, and Bucks, as far as then surveyed and laid out. Unfortunately, there is nothing upon it to show the date of its publication. There is a letter from Philip Ford, in London, dated 21st of the 1st month, 1684–85 (probably March 21, 1685), in which he says, "As for the map of the city it was needful that it should be printed. It will do us a kindness, as we were to loss for something to show the people." Mr. Reed assumes that the map thus referred to was the "portraiture," which he says was published by Mr. Penn's printer, of the Shoreditch (Andrew Sowle). If this supposition is correct, the "portraiture" could not have been published until some time in 1685.

Mr. Reed says that the plan of the city, Broad Street being the twelfth street from each river, etc., was altered by Benjamin Eastburn when he was appointed surveyor-general; but this must be a mistake, as Eastburn was appointed Oct. 29, 1733. There is on record a certificate of warrant and survey to Anthony Burgess from Thomas Holme, surveyor-general, dated 25th of the Eighth month (October), 1684, for a lot of ground "situate between the eighth street from Schuylkill and the Broad Street on the eastward," showing that Broad Street was the next street east of Schuylkill Eighth (now Fifteenth) Street at that early time. There is a record of survey made Oct. 9, 1684, and recorded April 11, 1687, for a lot to Josiah Elfreth, "bounded eastward by the Market Square, and westward by the eighth street from Schuylkill," and of a warrant and survey for lot adjoining, between the same streets, to William Dilwyn, surveyed Nov. 29, 1684, and recorded 29th of June, 1686. Market Square seems to have been the original name given to the ground at the intersection of Market and Broad Streets, afterward called Centre and Penn Square.

If there was a dedication of the ground of the public squares to the use of the city, it was never made by formal warrant or patent. Holme's portraiture was accompanied with "a short advertisement upon the scituation and extent of the city of Phila." It was in illustration and explanation of the small map, or portraiture, and is written in the third person, and not in the name of William Penn. Thus it is said, "the Governor, as farther manifestation of his kindness to the purchasers, hath freely given them theire respective lotts in the city without defalcation of any of theire quantities of purchased lands, etc. . . . The city is so ordered now by ye Governor's care and prudence, that it hath a front to each river. . . . The city, as the moddell shews,

[1] The distance from Walnut to Spruce Street is seven hundred and seventy feet. The distance from Chestnut to Walnut Street is four hundred and seventy feet. The square from Race to Vine Street is six hundred and thirty-two feet.

consists of a large front street to each river, and a High Street near the midel from front or River front, of 100 foot broad, and a Broad Street in the middle of ye city, from side to side, of the like bredth. In the center of the city is a square of 10 acres. At each angle are to be houses for publick affairs, as a Meeting-House, Assembley or State House, Market House, School House, and severall buildings for public concerns. There are also in each quarter of ye city a square of 8 acres, to be for the like uses as the moorfields, in London." These statements, made apparently by Holme, are all that there is to show that the Centre Square, and the Northeast, Northwest, Southeast, and Southwest Squares were dedicated to public use by William Penn. Legally there is no doubt of the title of the city, which has been confirmed by decision of the Supreme Court.

Centre or Penn Square.—The square in the centre of the city was designed, it will be observed, to be occupied at each angle with houses for public affairs. In the large map of Pennsylvania, by Holme, this proposed disposition of the inclosure is made very apparent in the plan of the city drawn on the margin. There is a rectangular house with a steeple and weather-cock planted in the middle of the square at the intersection, and near the corners are four smaller buildings. In August, 1684, the Quarterly Meeting of Philadelphia agreed that a meeting-house should be built in the Centre Square, to be of brick, sixty feet long and forty broad. In 1686 there was a disposition to change the dimensions to fifty feet long and forty-six feet wide, but Robert Turner, in a letter to William Penn, Aug. 30, 1685, published in the second account of Pennsylvania, says,—

"We are now laying the foundation of a new brick meeting-house in the Centre (sixty feet long and about forty feet broad) and hope soon to have it up, there being many hearts and hands at work that will do it." It is not known how long this meeting-house was in use.

The yearly fairs established shortly after the settlement were held most probably in the eastern part of the city. As they were occasions of great gatherings of people to the benefit of business, it was natural that there should be some competition for the benefit of having them near certain places. In April, 1688, the Provincial Council received "The Petition of the inhabitants at ye Center of Philadelphia, Requesting ye fayr to be kept there;" answered, "The next fayr will be granted to be kept at ye center." The proposition did not meet with the approval of the persons who had been benefited by the previous holding of fairs in the eastern neighborhoods. They went so far as to print something in the shape of a handbill, perhaps in reference to the presumption of the Centre Square people in asking that a fair should be held away from the town. The attention of the Council was drawn to this matter on the 16th of May, in the same year. "A summons was sent, Directed to Thos. Clyfford, messenger, for the summonsing ye Subscribers of a Contemptuous Printing Paper, touching ye keeping of ye fair at ye Centre, where it was ordered by ye Govr. and Council to be kept." The messenger made return the next day that he had summoned "the subscribers of ye contemptuous printed advertismt. . . . Several of ye subscribers Excusing themselves. The Depty Govr. and Council, after Reproveing them, did pardon all those who subscribed to what was endorsed on ye back of one of ye printed papers." Two days afterward it was ordered that inasmuch as the practice was to hold the fairs on the latter days of the sitting of the General Assembly, it was found that the public business of the government was impeded. For this reason it was ordered that the fair should be kept hereafter on the 20th of May; "and it is further Ordered yt an Additional fayr be kept at Phila. at ye Centre to be held the 30th day of ye next Sixth Month" (August). In May, 1698, the Assembly voted "that the Fair at the Centre of *Philadelphia* is of little Service, but rather of ill Tendency. It was put to the vote that the same may be recommended to the Governor and Council, to "put the said Fair down." The reply of Lieutenant-Governor William Markham to the request of the Assembly is thus stated in the Council minutes: "To ye sd, that the Centre Fair was a nusance, hee told ym yt he wold Leave yt to the care of ye justices of ye peace." It is likely that the "Fair at the Centre" was suppressed about that time, since no subsequent reference to it has been observed.

Centre Square remained without any inclosure for more than one hundred years. The short-cut from Market Street east to Market Street west went through it, and if there was any necessity of passing by the line of Broad Street the way ran straight from north to south. In 1799 it was determined to construct the city water-works for the supply of the inhabitants from the Schuylkill River. The pumping works were at Chestnut Street Wharf, Schuylkill, and the Centre Square was chosen as the situation for another pumping house and reservoir. The works went into operation in January, 1801. The Centre House, with its pillared portico and dome, was long a conspicuous object, and could be seen upon Market Street anywhere between Broad Street and the Delaware. Gradually the grounds were laid out in circular shape, fenced in with wooden pickets, which were neatly painted white. The streets were continued around the inclosure as far north as the line of Filbert Street, and southward to Olive Street. The ground was planted in grass and with trees, and in 1809 the great attraction of the fountain with the figures of a nymph and a swan were added. They were placed upon a mound of stone in front of the main entrance to the central building, and were exceedingly attractive for a long time.

After the square had ceased to be used by Friends for their meetings, it was for many years a mere com-

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mon, and the owners of fast horses gradually put it to the uses of a race-course. The earliest notice of this disposition of the ground appeared in 1760, when it was advertised that by subscription a "piece of plate (about £50 value) would be run for at the Centre House, near Philadelphia." The races were nominally two-mile heats, best three in five, but as twice around the track was considered a mile the distance was actually short. A gallery for spectators was erected by a man named Wilson, who charged seven shillings sixpence for admission. In 1761 two days, and in 1764 four days, were devoted to the races. A jockey club was formed in 1767, and the four days of racing were given under its auspices.

Among the events was a gentleman's subscription-purse of one hundred guineas, four-mile heats, a sweepstake for all horses owned twelve months by the persons entering them, a fox-hunt, and a brilliant assembly, for a purse of fifty pounds given by ladies, and a watch for a vintners' and innholders' purse of fifty pounds. "Jockeys," the directions stated, were "to appear with neat waistcoat, cap, and top-boots. There will be ordanaries every day, and it seems to be the intention of Gentlemen to dine togather, as is the custom in England, rather than be divided by private engagements." In 1770 the Jockey Club purse of three hundred pounds was won by James De Lancey's horse "Lath." The names of the horses were very much like those chosen by sportsmen of the present day. The Hon. Horatio Sharp was the owner of "Creeping Kate" and "Northumberland." "Angelica" contested in fleetness with "Regulus" and "Billy." Very properly the ladies' purse of fifty pounds was won by "Lady Legs." The races were continued at the Centre Square probably up to the Revolution. The Jockey Club, in 1773, offered the Whim plate and the Ladies' plate to winning horses, and the result of the races was duly reported for the information of the public. For many years Centre Square was the common hanging-ground of the city and county. Convictions, with capital punishment, were, before the Revolution, frequent; and the gallows was probably a permanent fixture for many years. This use may have continued up to the time when the Centre House was erected for the use of the water-works. During the period of the Revolutionary war Centre Square and the common in the neighborhood were the ordinary grounds for company and regimental drill and exercise. Reviews were held there in the early part of the Revolution by various high military officers. In 1783 the French army, under Count Rochambeau, six thousand strong, on their way out Market Street to Yorktown, encamped at Centre Square and on the common. They pitched their tents, kindled their camp-fires, and attracted as visitors thousands of the people of the city, who wondered at the brilliancy of the white and pink uniforms and the strange appearance of the foreign soldiers, whose language few could understand.

CENTRE OR PENN SQUARE.
[Site of the new City Hall, 1884.]

Gen. Wayne also encamped there on his return

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from the Western expedition against the Indians. It was the parade-ground of McPherson's Blues and Shee's Legion. Dunlap's company (the First City Troop), Capt. John Morrell's Volunteer Green Cavalry, the Second Troop, under Capt. Thomas Cadwalader, and many other organizations—Fencibles, Rangers, Fusileers, Guards, Blues, Grays, Greens, artillerists, cadets, horse infantry, and pikemen—exercised in the neighborhood.

After the Revolution the Centre Square was the place of interest when the volunteer and militia paraded. On the 4th of July, for many years, tents, booths, and stands were set up there, for the sale of eatables, such as pickled oysters, cakes, gingerbread, spruce beer, porter, ale, strong beer, and in some places the fiery liquors, gin, rum, Scotch or Irish whiskey. The American whiskey distilled from wheat or rye was scarcely known in those days. In time these assemblages became a great nuisance, and Zachariah Poulson, in the *Daily Advertiser* of July 4, 1821, printed the following expressions of righteous indignation:

"Centre Square has too often on this day been disreputably distinguished. Petty gambling establishments abound there in the open day, to which apprentice-boys and others are enticed. They there become initiated in the wretched school of gambling, and may possibly, at a future period, trace their ruin to the deviations at Centre Square. Some of the harpies well known in the city were on the ground with their tables yesterday afternoon, pursuing their abominable vocation; should they return to-day let an example be made of them."

This remonstrance may have produced some immediate effects, but in the succeeding years the evil was renewed. Mayor Robert Wharton determined, in 1823, to put an end to the disgraceful scenes which had occurred for so long at Centre Square on Independence day. Shortly before the 4th of July he issued a proclamation, in which he said,—

"The scenes of debauchery, gambling, and drunkenness, with many other acts of excess and riots which annually take place on the 4th of July, in and about the booths, tents, and other unlawful restaurants on the public streets and grounds of the city, have for years past been to the mayor, and has, no doubt, been to many other citizens, a source of deep regret; and as his military brethren, who assemble under arms to celebrate the anniversary of our independence, remain but for a short period on the parade, and can obtain refreshments from sources less impure, he confidently hopes that the prohibition about to be enforced will not be inconvenient to them, but that they will see the propriety of banishing from our city limits causes of such ruinous effect to the morals and future usefulness of the rising generation."

The mayor therefore forbade the erection of the booths and tents on Centre Square, but the liquor-sellers and gamblers removed to Bush Hill, where they soon became more objectionable than ever.

The engine-house in Centre Square ceased to be useful for the purpose originally designed when the water-works at Fairmount were fully established. After 1823 the Centre House, as it was usually called, served no other purpose than a place of storage for oil, necessary to be used in the public lamps. There was at one time a movement to grant the use of the building to the American Philosophical Society as an astronomical observatory, but for some reason, probably lack of funds for suitable instruments, the matter fell through.

About the year 1828 an agitation commenced, principally under the influence of flour, grain, and liquor-dealers, on Market Street west of Broad, to have the Centre House removed, on the plea that it was an obstruction to business, and this was done. By resolution of the Councils, on May 19, 1829, the name of the inclosure was changed to Penn Square, and on Aug. 28, 1828, Mr. Toland, chairman of the Council committee, reported that they had directed the city commissioner to take down the fence and remove the rubbish from the square. In accordance with resolutions of Councils, numerous of the tall trees were cut down, and Broad Street and Market Street were carried through the inclosure, which thus was divided into four small parks, bounded on the exterior by Juniper, Oak, Filbert, and Olive Streets, surrounded by picket-fences, and having two rows of trees on the sidewalks. When the Boston City Guards visited Philadelphia about 1833, they camped on the Southwest Penn Square, and many years afterward the Pennsylvania Horticultural Society held an exhibition on the southeast square, in tents. In 1852 Councils passed an ordinance that an iron railing or fence be erected around Penn Square, of a suitable height from the pavement, and secured in and resting upon a stone basement.

The ground originally embraced in Centre Square was not bounded by any street, and the "square" was in reality a circle. When it was inclosed as a portion of the water-works, thoroughfares were opened around it. It is not easy to fix the date of the establishment of Juniper Street and Filbert Street.[1]

Regarding the streets on the south and west of the Penn Squares, it appears that on May 11, 1846, Councils authorized the mayor "to cause to be laid off, and marked out with stakes or otherwise, two passages or strips of ground, each of fifty feet in width, one of them over and along the western edge or boundary of Penn Square, the whole length of the square from north to south; the other over and along the south edge or boundary thereof the whole length from east to west, and also to cause so much of the whole eastern edge or boundary of said square to be marked off agreeably to the aforesaid plan, as will make the width of Juniper Street along the said eastern boundary to be fifty feet." From this it appears that Juniper Street was narrower than the described width, probably of the same width as is now occupied by that street above and below the square, forty feet. The southern street, which was called Olive Street,

[1] The enlarged plan of the city on Clarkson & Biddle's map (1762) extends from the Delaware no farther west than Eighth Street. On its margin is a small plat of the city, which presents Centre Square as a rectangular inclosure at Market and Broad Streets, but with no designated street around it. On Varle's map, published subsequent to 1790 and before 1800, the public square is bounded on the east by a small street (Juniper), and on the north by Filbert, but no streets are indicated on the southern and western faces.

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and the western street, called Oak Street [afterward Merrick Street], were taken entirely from the ground of Penn Square, thus reducing considerably the size of that inclosure.

Southeast or Washington Square.—After the Southeast Square was abandoned as a burial-ground, about 1794–95, years elapsed before any attempt was made for its improvement. In 1802 a petition was presented to City Councils asking that thirty feet of Potter's Field, on the south side of Walnut Street, should be taken out of the inclosure, and that two rows of trees be planted in addition to the row already there. The committee to which the subject was referred, made report that they had viewed the ground, that in their opinion "public walks in a city" were very desirable, and that the prayer of the petitioners ought to be granted. They recommended that a fence should be set on the west side of Sixth Street, five feet within the row of trees, and that another row of trees should be planted there; also that the wooden buildings at Sixth and Walnut Streets, used by the city commissioners, be removed to the corner of Seventh Street (probably the southwest corner), and that the corners should be rounded, commencing at the distance of one hundred feet from the corner on each side. Three years afterward a proposition was made that a public market-house be built on the Southeast Square, but it was never carried into effect, although a general permission for the erection of market-houses was given the municipality by the act of the Legislature, March 19, 1804.

In November, 1805, it was directed by Councils that in order to complete the improvements of the square the city commissioner should erect side-walls to it, and cover the little stream crossing it diagonally from Walnut to Sixth Street to the distance of thirty-five feet south from Walnut Street, and lay the bottom with condemned logs, or cover or arch the same, so that the flow of water be not impeded. Another effort to obtain possession of the ground was made about the same time by the University of Pennsylvania, which solicited permission to erect a building in the square for the accommodation of their medical school. This request was not granted.

In 1813, under the authority of City Councils, an advertisement appeared in the *Aurora*, requesting proposals for the renting of the southeast square and the lots on Lombard Street between Ninth and Eleventh, south side, as pasture grounds during the pleasure of Councils. In 1816 it was ordered that the city carpenter-shop on Locust Street should be removed to Lombard Street, and the rubbish used to fill up the square. In the previous year Councils adopted a resolution that as soon as the owners and occupiers of property in the vicinity of the Southeast Public Square would pay fifteen hundred dollars into the city treasury a culvert should be built in the square, and the paving-stones, lumber, and dirt should be removed from the line of Seventh Street. An open fence was to be put upon the Seventh Street front, and the other fences around the square were to be repaired. Before that time and for some years the ground on the line of Seventh Street and west of it had been used as a cattle-market. The occupants of the fine houses on Sansom Row found this to be a great nuisance. Councils ordered, in May, 1815, that the cattle-market should cease at that place, and it was transferred to the hay-market, in Sixth Street, above Callowhill. In the succeeding year (1816) it was resolved that the square should be fenced in according to the boundaries in the patent. A space for a street was left on the west side, extending from Walnut Street southward, which was named by Councils Columbia Avenue. In the same year Mr. Leaming, of Select Council, proposed that the four squares should be named for Washington, Franklin, Columbus, and Penn, but he did not designate the squares to which each title should be given. It was part of his plan that in each square there should be erected a statue in bronze of the distinguished character after whom the inclosure was to be named. Common Council agreed to this plan, but Select Council did not concur. Nine years afterward the proposition to give new names to the squares was more favorably received, and by ordinance of May 9, 1825, the Southeast Square received the name of Washington Square. Within a year or two afterward the improvements were sufficiently advanced to permit the opening of this square for public use. George Bridport, artist and engineer, was intrusted with the task of laying out the square for public use about the year 1817 or 1818, and Andrew Gillespie, gardener, superintended the planting of the trees. For several years the ground was inclosed with a white paling fence. In 1831 a committee of the Horticultural Society of Pennsylvania, in its report of the gardens in the neighborhood of Philadelphia, described Washington Square as follows:

"It is situated south of Walnut, and above Sixth Street, in the southeastern part of the city, and contains eight acres, all scientifically intersected with very handsome and spacious walks. The figure of the whole is as follows: Four diagonal walks, thirty feet wide, leading to a circular plot in the centre of one hundred and twenty feet diameter. Around this is a walk forty feet wide, and another circular walk twenty feet wide extends to within twenty-five feet of the side of the square. Where this walk intersects the diagonal are circular plots thirty-five feet in diameter, thus forming a handsome recreative and interesting promenade amongst fifty varieties of trees, seven of which are European and forty-three native, a large proportion of which are from distant parts of the Union. Many of the *Acers* are very handsome trees, as also several varieties of *Prunus*; two of the latter were introduced by Lewis and Clark from the Rocky Mountains. The one is conspicuous for its foliage and fruit; the other, called *sweet-scented cherry*, has very large racemose spikes of fragrant flowers, and is much admired for its beauty; the majestic *Aillanthus*, with several varieties of *Pines* and *Cypress*, all of the first and second class of trees, and admired for their foliage, flowers, and shade. Hence instruction with respect to our own productions is placed before the public, and at the same time it is ascertained what trees are best adapted to our immediate climate, salubrity is diffused throughout the neighborhood and to the city generally, and recreation afforded to the assiduous citizen, where he may view four hundred trees in the midst of a populous and busy city. These trees are in a very healthy and thriving condition, and well trained by Mr. Andrew Gilles-

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ple, who is a judicious arborist. . . . The whole is beautifully kept, and well illuminated at night with reflecting lamps till ten o'clock, all showing the correct and liberal spirit of our city."

After the centennial celebration of Washington's birthday, in 1832, the feeling that there should be erected a monument to his memory was greatly increased, subscriptions were taken up, and the gentlemen who had charge of the business were so much encouraged that it was believed that, if the corner-stone of a monument was laid with public ceremonies, the people would feel assured that the structure would be built, and that there would be no trouble afterward in obtaining subscriptions. The most suitable place for the erection of such a monument was considered to be Washington Square, and on Feb. 19, 1833, Councils passed an ordinance authorizing the erection of the monument in that square, the plan to be submitted to and approved by Councils. The desire was that the corner-stone should be laid on the 22d of February, but the ordinance was passed at such a short time previously that there was not time to arrange the details of the procession and to make it as large and imposing as it should have been. The military portion, under Maj.-Gen. Patterson, was the most interesting part of the parade. There were three troops of cavalry, five companies of artillery, and ten companies of infantry. The tradesmen turned out slimly. The marble masons had prepared the corner-stone in the procession of 1832. They marched after the wagon on which the gift was drawn by four white horses. The hatters, agriculturists, and gardeners, tin-plate workers, tobacconists, journeymen cabinet-makers, silver-plate workers, cordwainers, saddlers, and the Youths' Library and Literary Association took part in the civic procession. The place fixed for the reception of the corner-stone was in the middle of the centre plot. In making the excavation for the purpose, some of the mouldering relics of the old Potter's Field were disturbed. The mayor of the city was chief marshal of the procession. A prayer was offered by the Rt. Rev. Bishop White. Dr. W. C. Draper, on behalf of the Washington Monument Association, delivered the introductory address, and the oration was pronounced by David Paul Brown. The corner-stone was then, with due ceremonies, placed upon the foundation and covered up, and there has since remained, the monument never having been built.[1]

An ordinance to authorize the lighting of Washington Square by gas was passed in August, 1837, and it was subsequently inclosed by an iron palisade. Within the past two years this railing has been taken down, a large number of the trees have been removed, and flag-stone walks have superseded the gravel paths.

Northeast or Franklin Square.—This square remained an open ground for many years after it had been dedicated to the city by the proprietary. If Councils believed it to be of any value, no measure was taken to exercise authority over it. A minute of Council, dated April 21, 1721, indicates that it was leased to Ralph Assheton "for 21 years, at the rate of 40 shillings per annum, to be paid to the corporation, to commence March 25, 1724, which is agreed to by this board, he leaving the same at the expiration of said time well and sufficiently fenced in with good rails and cedar posts." It is not clear under this minute whether Assheton's lease was to run from 1721 or 1724, but possibly the fencing of the square was considered equivalent to three years' rent, after which the money compensation might be fairly asked. Assheton must have abandoned the lease, as on June 1, 1741, Thomas Penn issued a warrant to Benjamin Eastburn, Surveyor-General, which recited, "Whereas, Philip Boehm and Jacob Seigel have requested that we would be pleased to grant them to take up in trust, to and for the use of the German Congregation in the city of Philadelphia, a vacant lot or piece of ground within our said city, situate between the Sixth and Seventh Streets, bounded northward by Vine Street, eastward and westward by vacancies, and southward by the ends of Sassafras Street lots, containing in length north and south 306 feet and in breadth east and west 150 feet, for which they agree to pay for our use the sum of £50, together with the yearly quit-rent of 5 shillings sterling or the value of the said quit-rent, the coin current," etc. The German congregation spoken of was that of the German Reformed Church, of which the pastor was John Philip Boehm, who preached alternately in Philadelphia, Germantown, and Whitpaine.

The Penn family had no moral or legal right to grant the property, but the congregation nevertheless went into possession of the square, which they at once began to use as a burying-ground.

In 1745 thirteen pounds was paid to the receiver-general for four years' interest and four years' quit-

[1] The following articles were deposited in the stone at that time:

1. A neat copy containing the Constitution of the United States, and of the State of Pennsylvania, with the names of the executive officers, members of Congress, the executive officers of the State, and of the corporation of the city of Philadelphia, and an almanac for 1833. Presented by Isaac Elliot, Esq.

2. A copy of the oration on the death of Charles Carroll of Carrollton, by John Sergeant, Esq. Presented by Isaac Elliot, Esq.

3. A description of the centennial procession as it occurred in 1832.

4. An emblematical sketch of the centennial celebration. By William J. Mullen, Esq.

5. Washington's Farewell Address on satin. Presented by the committee of arrangements.

6. A beautiful specimen of an Anthracite case, inclosing a portrait of Gen. Washington in 1797. Presented by the Messrs. Kerks.

7. A silver medal, struck off during the centennial procession, and presented by the gold and silver artificers for the corner-stone.

8. Several specimens of composition coin. Presented by Mr. William Robinson.

9. Several specimens of copper coin. By several citizens, of the years 1771-72, 1771, 1791, 1797, etc.

10. A print representing the Surrender at Yorktown, and a full statue of Gen. Washington.

11. Several newspapers of the day.

12. The programme of the procession for laying the corner-stone. By the committee of arrangements.

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rent. In December, 1763, John Penn was paid £189 7*d.*, in full, for the lot, and a patent was issued on the 14th of December. The ground chosen by the congregation was one hundred and fifty feet in width on Vine Street. It was taken out of the middle of the square, leaving vacancies on each side, so that the eastern and western boundaries were about at equal distance from Sixth Street and from the western boundary of the lot, no street then being open on that side. The depth (three hundred and six feet) extended less than half a square toward Race Street, where it was bounded by what the Penns called the back end of Race Street lot, meaning the back ends of the ground which they would have been willing to sell as building lots. During the Revolution the military authorities erected on this square the public magazine or powder-house. In November, 1782, the German Reformed congregation presented a petition to the Assembly, stating that for fifty years it had been using a lot on the south side of Vine Street, between Sixth and Seventh, for the purposes of a burial-ground; that, owing to the increase of the congregation, it had often happened that encroachments were made on other lots in the said ground for the purpose of burying the dead, and they asked leave to bring in a bill to vest a portion of the square in the congregation as a place of interment. The Assembly did not grant this request, and in 1797 City Councils, acting on the opinion that the deed to the German congregation by Thomas Penn was illegal, passed a resolution that suit be instituted for the recovery and possession of the ground. This order was not complied with, and two years later another of the same purport was adopted. It might have been because of the representations made to the Assembly that the burying-ground on the Northeast Square was filled, that a grant was made on Feb. 19, 1800, to the German Reformed congregation of a lot, bounded on the south by Mulberry [Arch] Street, on the east by Schuylkill Sixth [Seventeenth] Street, on the north by Cherry, and on the west by Schuylkill Fifth [Eighteenth] Street. This lot was much larger than was needed by the congregation, so that more profit was made by the sale of a portion of it. The burial-ground was laid out on the east side of the ground, extending from Arch to Cherry Street on the west side of Schuylkill Sixth Street, and was about one hundred feet in width.

The city closely pressed its suit in relation to Franklin Square, and in February, 1801, it was agreed, on the part of Councils, to discontinue it upon the following conditions:

"1st. That the congregation yield possession of all of the square in which interments had not been made.

"2d. If they will accept a lease from the corporation of that part of the lot in which interments are made, but for which they hold no patent.

"3d. That they do not erect buildings on the lot for which they have a patent, and length of possession is to be no bar to the city's rights."

In August it was reported that this agreement had been signed.

At this time John M. Irwin, auctioneer, was in possession of the western side of the square for the use of a horse and cattle market, and was at the same time carrying on the business at the Southeast Square. He generally held one sale during the week at each location.

During the war with Great Britain, especially in the year 1814, the City Councils, finding that there was not room sufficient for the drilling of volunteer companies, passed a resolution in September, "That all the uninclosed part of Northeast Public Square, east of Seventh Street and south of the oil-house, be cleared off as far as the same is not inclosed, and that the militia, or any company thereof, or any military association shall be permitted to drill or parade on said open ground when cleared."

In September, 1815, Councils passed a resolution that the Northeast Public Square should be inclosed. It was recommended shortly afterward that the high parts of the ground should be plowed down, that earth should be laid over the lower portions, that grass-seed be sown, and the square planted with forest-trees, and that there should be other improvements under the direction of the city commissioner.

Under the compromise made between the city and the German Reformed congregation, in 1801, a lease was executed for fifteen years, and when it expired the congregation was anxious for renewal. In the memorial sent to Council it was asked that the lease should be renewed for ninety-nine years, but the committee to which the subject was referred was not willing to allow the disfigurement of the ground for nearly three generations. The answer to the request for a very long lease was the brief recommendation that a lease be executed for two years and four months from the 20th of September, with a proviso that the congregation must first agree to put up an open painted fence, corresponding with that on the other portion of the square, and inclosing the ground which they claim, within eight months. The congregation would not accede to those conditions, and held out strongly in favor of a ninety-nine years' lease. In 1819 a culvert was ordered to be built in the Northeast Square, to commence on Race Street, about sixty-five feet west of Delaware Seventh Street, and to run diagonally across the square to Sixth Street. Whether this culvert went through the burying-ground is a matter of conjecture. In the same year Councils ordered the city commissioners to open a street, fifty feet in width, on the western boundary of the Northeast Public Square, to connect Race and Vine Streets. After it was opened sufficiently for carriages to pass, it was ordered that Seventh Street should be closed in such a way as to make the square entire. Before that time there had been an ordinary passage direct on the line of Seventh Street. The proposition excited considerable indignation among citizens, and some of them commenced proceedings in the Court of Quarter Sessions to procure the opening of Seventh

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Street again. This attempt having failed, a bill was introduced into the Legislature, in 1823, directing that Seventh Street should be carried through the square, but it was not adopted. The Reformed congregation having refused to take a short lease of the ground held by them in the square, a peremptory order was issued by Councils, in 1821, that the congregation should vacate the square altogether.

In 1835 a strong effort was made to induce City Councils to purchase the right of the German Reformed congregation in the burying-ground. There was a disposition to pay the congregation for the relinquishment of its right, but the negotiation was not successful. In Common Council motions to pay the congregation fifty thousand dollars, with amendments naming lesser sums, were defeated. It was held by some members that the price was entirely too high. Common Council finally agreed to offer the congregation thirty-five thousand dollars, but Select Council would not agree. The suit was then proceeded with, and the result was a decision by the Supreme Court that the congregation had no right; that the original dedication by William Penn to the city was a complete act, and that the grant in 1741 by Governor Thomas Penn, and subsequent proceedings, were illegal, the Penn family having no title. The congregation sadly relinquished the property. The fence was torn down, and the gravestones were partially removed, but many of them were laid a few feet below the surface of the earth on the tops of the graves. Some of the bodies were removed, but the greater portion of the remains were undisturbed. The grassy mounds were leveled down, the surface was in some places raised, and in others where the ground was inclined to be hilly they were leveled, and the appearance of the burial-ground plot was made to conform with that of the remainder of the square. The walks were extended, trees were planted, and in a few years all traces of the old graveyard were lost.[1]

The unfortunate dispute was finally settled by the decision of the court; but after the city took possession of the ground a feeling of regret over the controversy had something to do with promoting a spirit of liberality in favor of the congregation. Two years after the final judgment the Councils passed a resolution remitting a claim for costs. An additional resolution was passed, offering the congregation five thousand dollars, on condition that they would relinquish all claims to the lot. This offer was accepted and the controversy was ended.

Northeast Square became Franklin Square by resolution of Councils, passed in 1825. Preparations for opening the square at night and lighting it by gas were made in 1837. By this time the inclosure had become in appearance worthy of its use. The trees had grown finely and there was a pleasant shade. To render it more attractive, a large fountain was ordered to be constructed by ordinance of Nov. 2, 1837. It was of grand dimensions, having forty jets of water that fell into a marble basin, which was guarded from intrusion by an iron railing round the top. The centre of the square was chosen for this purpose, and when the fountain was finished, a complete circle of wooden benches, on the opposite edge of the circular walk, was provided for the use of citizens. In 1883 the iron railings were taken down, and were replaced by a low stone coping. The walks were laid out with flagging, and the electric light was introduced.

Northwest or Logan Square.—After the Northwest Square ceased to be used for a burying-ground, it remained for some time in a condition of neglect. The post and rail fence which inclosed it was but little attended to, the rails were broken, and in some places the posts were rotting away. The first evidence of its increasing value was given in 1821. The Orphans' Society, the buildings of which were at the northeast corner of Schuylkill Fifth [Eighteenth] and Cherry Streets, made application in that year to City Councils for the use of the square as a pasture-ground, and the lease was executed at a rent of sixty dollars per year. It was ordered that the ground should be fenced in to prevent carts from driving through. William Gross was hanged in the Northwest Square on the 7th of February, 1823, an occurrence which drew a great crowd, and contributed toward breaking down trees and injuring the fences. It was the last public execution held on that ground. The value of this square began to be appreciated in 1825, when an ordinance was passed changing its name from Northwest to Logan Square, in honor of James Logan, secretary to William Penn. By ordinance of Feb. 13, 1834, the city commissioners were authorized "to lay out and mark off a passage or strip of ground fifty feet in width along the western edge or boundary of Logan Square, the whole length thereof from north to South, and that the said street shall be called Logan Street." Freedom of ingress and egress to the owners or occupants of buildings upon the said street or passage-way was pledged by the ordinance, the owners being under the same obligation as to curbing and paving along the fronts of their buildings, as owners of other houses and lots fronting upon other streets in the city. By ordinance of Sept. 15, 1842, which referred to Logan, Rittenhouse, and Penn Squares, it was declared to be an offense punishable by fine for any person to drive or take into either of those squares any horse, cow, cart, wagon, carriage, or wheelbarrow, except by permission, or place any wood, coal, rubbish, carrion, or offensive matter

[1] In Harbaugh's "Life of Schlatter," page 357, is the following reference to some of the mouldering tenants of the square: "Directly east of the sparkling jets, a few feet from the edge of the circular gravel walk, under the green sod, lie the Revs. Steiner and Winkhaus, and Drs. Weyberg and Hendel, the aged. Directly north of this spot, about midway between it and Vine Street, lies Rev. Michael Schlatter; around these leaders of the Lord's host, far and near,—a silent congregation now!—sleep thousands of those to whom they once ministered the holy ordinances of the church, and the precious instructions and consolations of the Gospel."

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within either of the squares, or to climb upon the trees, or to injure trees, fences, or gates in the said squares, or to dig up the soil or injure the grass, or to "run or walk over or lie upon the same." By this time Logan Square was under regulation. There was an open paling fence, walks had been laid out, trees planted, and the ground had been leveled. The mounds and hillocks above the graves were obliterated, the square began to assume the feature of a park, and was for some years jealously guarded from intrusion. The continual care of the public squares had been vested in the Commissioners of City Property, under the direction of Councils Committee on City Property. Among other things they were required to "personally superintend the preservation, repairing, and improvement of . . . the public squares." Small annual appropriations to those officers enabled them to make gradual improvements from year to year, and the western squares seemed to grow up without attracting much public attention until the time had come for opening them for public use. By ordinance passed March 6, 1852, the Committee on City Property was authorized to cause an iron railing or fence to be constructed around Logan Square "of a suitable height from the pavement, and secured in and resting on a stone basement." The great Sanitary Fair of 1864 was held in Logan Square, but so much care was taken that no considerable injury was done to the trees or herbage.

Southwest or Rittenhouse Square.—This public pleasure-ground escaped the fate of those that were used as cemeteries. In response to petitions that some improvement should be made upon it, in 1816 Councils passed resolutions that if the owners and occupants of property in the neighborhood would raise eight hundred dollars among themselves, and loan it to the city for three years without interest, Councils would inclose the square with a substantial fence of rough boards; money was raised, and the inclosure followed. In the same year a committee of Councils reported in April that the Southwest Square, "in those parts not used for particular purposes, should be tilled to destroy the weeds with which it was overgrown, and laid down with grass as soon as possible."

In 1825 the grounds were named Rittenhouse Square, in memory of David Rittenhouse, the philosopher. In 1840 the American Philosophical Society, which had for years been desirous of the privilege of constructing an astronomical observatory in the city, applied to Councils for authority to erect such a building in Rittenhouse Square. The committee on city property, to which the memorial had been referred, made report as follows:

"The subject is one to which the committee has given much attention, and which they believe has received the approval of former Councils. The importance of an observatory is universally admitted. The difficulty usually has been to obtain suitable instruments and to erect a proper building. The controllers of the public schools have imported from Germany the several instruments required, of suitable size and of great excellence. The Philosophical Society is provided with funds to erect an edifice such as is required to use with advantage the instruments. All that is now required is a site, which will allow of a sufficient horizon, and be at such a distance from the crowded streets as to be beyond the agitation consequent on the passage of carriages on the pavement. No place presents itself in the city excepting the public squares, and none of them have the advantage possessed by Rittenhouse Square.

FOUNTAIN IN RITTENHOUSE SQUARE.

Believing that the great objects of the public squares will not be interfered with by the erection of an observatory upon one of them, and that such building might be regarded as a proper monument to the distinguished American whose name has been given to the Southwestern Square, and that great public good will be promoted by the measure without pecuniary contribution on the part of the city, the committee feel authorized to report favorably to the memorial referred to their consideration."

The bill authorized the society to erect the observatory at its own expense, under the supervision of the

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Committee on City Property, subject to removal from the square whenever the mayor and Councils should determine. It was passed on the 12th of November, 1840, but the society for some reason declined to enter upon the work, and in September, 1842, the ordinance permitting the observatory to be erected was repealed.

On Feb. 13, 1834, the commissioners were ordered to lay out a street fifty feet wide along the west edge or boundary of Rittenhouse Square, the whole length of the square from north to south, and another street along the south edge or boundary, the whole length from east to west, the western street to be called Rittenhouse Street and the southern street Locust Street. An iron paling was erected around this inclosure about 1852–53, but, except in the trees, grass, and walks, no other improvements were made for many years. The first improvement was an iron fountain, tall, grotesque, and fanciful, which, by the permission of Councils, was put up by a lady near the entrance-gate at Walnut and Rittenhouse Streets. It was followed by the construction of a similar fountain near the gate at Eighteenth and Walnut Streets, the gift of a gentleman, and another of similar style was put up near the gate at Eighteenth and Locust Streets. As they dampened the ground, these fountains became unpopular, and were removed by orders of Councils. The dimensions of Rittenhouse Square are five hundred and forty feet on each of its four sides.

Independence Square.—This name was given to the State-House yard by the ordinance of 1825. It occupies four squares and two roods, and its history has been fully told in the article upon the State-House in a previous chapter.

Passyunk Square.—When the commissioners for building a county prison purchased ground for that purpose, in 1832, on the west side of the Passyunk road, in the district of Moyamensing, they bought a much larger tract than was absolutely necessary for the purpose. The prison building was on the east side of the lot, south of Reed Street. When built it extended northwestward to about Eleventh Street. Beyond that several acres appurtenant stretched westward as far as Thirteenth Street. There being no use for this ground, it lay vacant until about 1838, when a proposition was made that the space might be utilized as a parade-ground for the use of the volunteers and militia of the city and county. The inspectors of the prison were directed to devote the ground to that use, and the major-general and brigadier-generals of the First Division were authorized to ordain the necessary regulations for the government of the ground. Evidently appropriations were necessary to put the parade in good order, level it, and preserve it from injury; but assistance was not cheerfully given, and whatever was done by the volunteers was at their own expense. On the occasion of the few military parades and reviews which took place there, the ground was found to be dusty, rough, and uneven, the sun scorching, and the inclosure without trees or shade. The parade-ground was a failure. Upon the consolidation of the city and districts this property was vested in the city of Philadelphia. It lay for some years vacant, and was used as a commons. At length, Councils by ordinance resolved that the portion of the ground lying between Wharton and Reed Streets and Twelfth and Thirteenth should be inclosed as a public square. No name was given to it originally, but gradually the title Passyunk Square was attached to it. Appropriations were made for leveling the ground, laying out walks, and planting grass and trees, and within a few years this inclosure has become an ornament and a pleasure to that portion of the city.

Jefferson Square.—Under an act of Assembly passed April 13, 1835, the commissioners and inhabitants of the district of Southwark were authorized to purchase, whenever they might consider it expedient, "a lot of ground in said district, to be kept open for a public square forever in the same manner that the public squares in the city of Philadelphia are kept open." The authority thus given was not exercised immediately. The question of a large purchase and of increased taxation on the people of the district operated to prevent the commissioners from adding to the public burden. About 1850 there was some movement to excite sufficient interest and spirit among the inhabitants of Southwark to justify the commissioners in purchasing a piece of vacant ground which was considered suitable for the purpose, situate between Third and Fourth Streets, and extending from Washington Street to Federal Street. The dimensions were three hundred and ninety-two feet east and west, three hundred and seven feet on Fourth Street, and two hundred and ninety-two feet on Third Street. The area included two acres and two roods. The property was known as the Miller lot, and belonged to the heirs of a family of that name. There were some negotiations for the purchase of the Miller lot, but the commissioners had not reached the point of offering decidedly to buy. Whilst they were hesitating the bill to consolidate the city of Philadelphia and adjoining districts was introduced into the Legislature, and made such headway that it was apparent some time before the bill was finally passed that it could not fail in going through both houses and receiving the approbation of the Governor. Under this stimulus the commissioners of Southwark, arguing that the district wanted a public square, and that the people of the whole city and county would have to pay for it, bought the Miller lot on credit. They named it Jefferson Square. In the City Digest of 1856, compiled by William Duane, William B. Hood, and Leonard Myers, it is said of the proceedings of the Southwark commissioners that "It is understood that no ordinance was passed, and that the resolution upon the subject still remains in manuscript." Nevertheless the city of Philadelphia paid for Jefferson Square, which has been converted into one of the finest of the local pleasure-grounds.

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Hunting Park.—Forty-five acres of ground at the intersection of Nicetown Lane and the Old York road were for many years the "Hunting Park Race-Course," but under the laws prohibiting horse-racing they were gradually abandoned, and remained vacant for several years. The property was unoccupied until in 1854, under the stimulus of the consolidation act, a number of gentlemen, some of whom were interested in real estate in the vicinity of the old race-course, joined together to purchase the ground, with the intention of presenting it to the city, to be used as a public park. In their communication sent to Councils, Nov. 9, 1854, they stated the fact, and requested Councils to take measures and receive the property.[1]

This generous offer was accepted with little delay. On the 29th of January, 1855, a resolution was adopted accepting of the ground formerly embraced in the Hunting Park Course, in trust, for the use of the public as a park. Councils also agreed that they would "cause a wooden fence to be erected around the said premises; and that they will enact ordinances to forbid, and will otherwise prevent, the sale of liquor, or merchandise of whatever kind, within the said park; and that they will, within twelve months from the date of said conveyance, cause avenues and walks to be laid out and properly graded, the plan of which shall be approved by a committee to be appointed by the said owners; and that they will also plant a suitable number and variety of trees, and keep the same, with the grounds, in good order." Upon survey, it was found that the inclosure contained about forty-three acres two-tenths square perches of land. By ordinance of July 10, 1856, the ground was dedicated "free of access for all the inhabitants of the city, and for the health and enjoyment of the people forever, under the name of Hunting Park." By act of April 4, 1872, the commissioners of Fairmount Park were authorized to open a street between Fairmount Park and Hunting Park, and to keep it in repair as a park road, under their police control and supervision. They were also authorized to negotiate with the owners of property adjoining Hunting Park on the east and south for exchange of ground within the park limit for ground outside of it, so as to square the park, and to make it more suitable and attractive in shape for the purposes intended.

Fairhill Square.—The heirs and trustees of the estate of Joseph Parker Norris held for many years after his death a large tract of land, embraced in what was called the Fairhill and Sepviva estates, in the district of Kensington. The Fairhill estate was on the east side of Germantown road, and extended over almost to the Delaware, crossing the Frankford road. The eastern portion of the ground, which lay to the east of Frankford road, was called Sepviva. The western portion was known as Fairhill. The original Sepviva plantation in the last century was one hundred and fifty-five acres, and the Fairhill estate five hundred and thirty acres. This large body of land, six hundred and eighty-five acres in all, was derived from Isaac Norris, of Fairhill, who had obtained title to some of it as early as 1713. It remained substantially in the ownership of his descendants in the present century. After the death of Joseph Parker Norris, June 22, 1841, the members of the family made arrangements to bring the body of land into the market in the shape of building lots. In doing so they generously determined, for the benefit of the persons who would buy land of them, as well as for the improvement generally of the district of Kensington, to devote two considerable pieces for public uses. By act of Assembly, passed April 6, 1848, the trustees and parties in interest were authorized to convey to the commissioners of Kensington district in fee-simple for such consideration as they might think proper, "and to be held for public use as a public green and walk forever, and to be used for no other use or purpose whatever, the plot or square of ground now called Fairhill Square, part of the said Fairhill estate, bounded by Lehigh Avenue on the north, by Huntingdon on the south, Fourth Street on the east, and Apple Street on the west." The commissioners were required to keep the ground properly inclosed, and planted with trees, for a public square and walk for light, air, and recreation forever. The consideration was merely nominal, and in 1851 the title was accepted by the solicitor of the district of Kensington. The ground was put under cultivation, and Fairhill Square is now one of the best features of Kensington.

Norris Square.—By the act of Assembly of 1848, which authorized the conveyance to the district of Kensington of Fairhill Square, the commissioners were also authorized to accept Norris Square, part of the Fairhill estate, bounded by Susquehanna Avenue on the north, Diamond Street on the south, Howard Street on the east, and Hancock Street on the west. Upon the county plan a passage called Clinton Street was laid down, running through this inclosure from north to south. It was vacated by act of Assembly. The same directions to the Kensington commissioners in regard to keeping the square open for general use and benefit as a public green and walk forever were given, with injunction as to inclosing of the ground and planting of trees, which were directed to be in force in relation to Fairhill Square. Norris Square

[1] The parties who participated in this purchase and gift were Charles Henry Fisher, Thomas T. Lea, John Tucker, Isaac R. Davis, Francis N. Buck, John Rice, Joseph Swift, Jacob Steinmetz, Charles P. Fox, Frederick Fraley, Pierce Butler, Joseph S. Lovering, Harry Ingersoll, John A. Brown, George Cadwalader, George Roberts Smith, Alfred Cope, S. Morris Waln, Samuel Welsh, James Dundas, Philip M. Price, J. Dickinson Logan, Morris L. Hallowell, Henry Pratt McKean, David S. Brown, John Grigg, Joseph D. Brown, George G. Presbury, Jr., John Farnum, Richard Ashhurst, E. M. Davis, James D. Whetham, C. W. Churchman and friends, Joseph R. Ingersoll, Isaac Norris, William Welsh, Gustavus G. Logan, John B. Myers, J. Francis Fisher, William Goodrich, Isaac F. Baker, Caleb Cope and friends, Charles H. Rogers and friend, George B. Wood and friends.

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was held under a lease from the Norris family in 1851, but at the time when the lease expired, in the same year, the commissioners of the district took possession of the property. By ordinance of Nov. 21, 1859, the plan of Franklin Square was adopted as the plan for the improvement of Norris Square, excepting that the fountains were omitted. There is, however, a handsome fountain in the square, surrounded by flower-beds.

Shackamaxon Square.—When the Point Pleasant Market, at the intersection of Frankford road and Maiden Street, was built, in 1819, under the authority of the commissioners of the district of Northern Liberties, there was left on its western side an open space, which it was proposed to convert into a public square. Upon the incorporation of the district of Kensington in 1820, authority over the market was vested in the Kensington commissioners, and the same jurisdiction was extended over the square. As the market was deserted by dealers, it was torn down, and the grounds were neglected until, in 1845, the commissioners resolved that two dozen seats should be placed in the square, and that it should be kept open, under the supervision of the police, from six o'clock in the morning to eight o'clock in the evening, daily, from the 1st of May to the 31st of August. At a later period in the same year an ordinance was passed for the regulation of the public square, prohibiting injury to the trees or benches, making it an offense for any one to lie down in the square, or to use insulting language to any person passing through the grounds. The commissioners gave no name to the place. In 1850 an act of Assembly was passed which declared that the public square in the district of Kensington, bounded on the northwest by the Frankford road, on the southeast by Beach Street, on the southwest by Maiden Street, and on the northeast by Manderson Street, should be thereafter called Shackamaxon Square. The commissioners were authorized to keep the inclosure in good order, for the purposes intended, and to tear down and remove the market-house fronting on Beach Street whenever they should deem it expedient to do so. This privilege was soon exercised, as the market-house had become useless, except as a resort for the disreputable classes of the vicinity.

Germantown Square.—The Germantown public square is upon Main Street and in front of the town hall. The ground was purchased by the borough authorities in 1854, just previous to consolidation, and the cost was charged upon the city. The square is decorated with the monument to the soldiers of Germantown who fell during the civil war, which was dedicated on July 4, 1883. It is a lofty cenotaph, surmounted by a granite statue of an American soldier.

Union Square.—Union Square, a triangular piece of ground, bounded on the south by Buttonwood Street, on the west by Fifth Street, and on the east by Old York road, is not of great extent, but being neatly inclosed with an iron fence, and the trees and grass kept in order, it is a pleasant and open place for the benefit of the neighborhood and for the public who pass along the street. This space of ground was once occupied by some old buildings. A better class of houses having been erected on Fifth Street and York Avenue, the parties interested in those properties united in subscriptions to purchase the property. The ground was cleared, dedicated to public use, and accepted by ordinance of Councils dated July 11, 1864.

Thouron Square.—Thouron Square, a small triangular piece of ground at the intersection of Sixth Street and Germantown road, was dedicated for public use about the time of the Centennial Exhibition.

Fairmount Park.—The vast and magnificent pleasure-ground to which the name of Fairmount Park has been given was not the outgrowth of any suggestion or expectation that it would ever be possible to obtain two thousand acres on the banks of the Schuylkill for public use. It is quite well known that the first purchases of ground at Fairmount were for the enlargement of the city water-works, and it was not until forty years later that the idea of a public park was mooted. But when the project was once mentioned it caught the fancy of the community, and Fairmount Park was created by successive gifts and purchases. The earliest intimation that it might be judicious for the city to acquire Morris Hill, as the lower portion of Fairmount was then styled, was made by Frederick Graff, engineer of the water-works, and John Davis, who, in 1810 or 1811, were directed by the water committee of Councils to make examination of the best means of increasing the water supply. On Dec. 18, 1811, Mr. Graff made a report suggesting the erection of pumping-machines and reservoirs on Morris Hill. On Aug. 13, 1812, an ordinance was passed empowering the mayor to raise money for the construction of works at Fairmount for supplying the city with water. The reports of the department state that the first purchase of ground at Fairmount was made on June 28, 1812, when five acres were obtained for sixteen thousand six hundred and sixty-six dollars, and that the steam-works were begun in August of the same year. It has proved to have been exceedingly fortunate that the members of the Councils committee directing the construction of the works were men of taste and prevision. Morris Hill rose so steep from the edge of the river that there was barely space between its verge and the water for the construction of the engine-house, and when it was determined to substitute water-power for steam as a pumping energy, a great deal of blasting had to be done on this rocky frontage to make an entrance to the grounds and to give space for the forebay. This accomplished and the wheel-houses built, the Councils saw that there was an opportunity for laying out and cultivating a garden which would always be a favorite place

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of public resort. William Rush, the sculptor, who was a member of the water committee, was appealed to, and his figures of the "Nymph and the Swan" were brought from Centre Square and placed on the rocks above the west side of the forebay, and, with addition of several jets, which were constantly in play in fine weather, were of themselves a constant wonder and delight. Crowning the pediments of the doorways of the wheel-houses were two reclining figures, by Rush, of full life size, with accessories, and they were so prominent as always to attract admiration and attention. When they were finished and set in place they were thus described:

"The male figure represents the Schuylkill in its present improved state, no longer running uncontrolled, but flowing gently from dam to dam, and passing through artificial canals by locks and gates.

CALLOWHILL STREET BRIDGE, FAIRMOUNT.

"The female personifies the water,—a work unequaled in its kind throughout the world.

"The male figure is recumbent on a bed of rocks, the water flowing in several directions from him. It represents Old Age, the head covered with flags, a long flowing beard, the body covered with water-grass, etc., and a chain attached to the wrist, intended to emblemize the neutralized state of the Schuylkill by locks and dams. A bald eagle at his feet with wings opening is about to abandon the banks of the Schuylkill in consequence of the busy scene which art is introducing.

"The female figure is represented as seated near the pump which pours water into the reservoir. On the left side is represented a water-wheel; her left arm gently waved over it is indicative of the water-power; her right arm or elbow rests on the edge of a large vase, representing the reservoir at Fairmount. On the side of the vase a pipe represents the ascending main. Water gushes out of the top, falling into the vase, and, to make it more picturesque, but not appropriate, overflowing the vase and falling down its sides."

There was a pretty garden with grass-plats and trees planted on the south side of the inclosure, extending from the entrance north of the Upper Ferry bridge as far as the forebay, from which steps extended to a paved way lower than the adjoining ground, and extending from along the front of the forebay to the head of the race bridge, from which a raised walk ran out into the Schuylkill to the edge of the dam, where, in 1835, was constructed a pavilion sustained by pillars, and arranged with seats for the comfort of visitors. At the same time the large building nearest Callowhill Street, which had been the engine-house, was altered into a public saloon, and in it were placed the full-length statues of Justice and Wisdom that had been carved by Rush in 1824 for the ornamentation of the triumphal arch erected in front of the State-House upon the occasion of the reception of Lafayette.

The summit of the sharp acclivity west of the wheel-houses was gained by steps and platforms, upon which there were resting-places in the shape of arbors, from which the most delightful views of surrounding scenery were to be had. The reservoirs at the top of the hill were guarded with an open fence, outside of which a hard-rolled gravel path was carried around the circumference of the mount, which broke away in three terraces, upon which shade-trees were planted. The Fairmount gardens, opened in 1825, were the show-place of the city. No stranger was allowed to think that he had seen anything of Philadelphia unless he was taken to Fairmount Water-Works, and this small plot at the southwest limit of the present

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noble inclosure was the inception of Fairmount Park. The ground did not at first extend out to the line of the street. A portion of the space between the bridge and Fairmount proper was occupied by the bridge company, and upon it was built a dwelling-house for the accommodation of their toll-gatherer. In 1835 the company built a toll-house opposite the entrance of the bridge, and an arrangement was then made by which a lot belonging to the city at Callowhill Street and Schuylkill Second was sold, and from the proceeds, with other money, the bridge property adjoining Fairmount garden was bought, and the line of the inclosure brought out to the street.

The original dimensions of Fairmount being only five acres, additions were made from time to time, until in 1828 the reservation comprised twenty-four acres, the aggregate cost of which was one hundred and sixteen thousand eight hundred and thirty-four dollars. It then included the ground from Biddle Street up to Fairmount Avenue, and from the Schuylkill over to what is now known as Twenty-fifth Street. The northern side was for many years a barren and unsightly waste, but finally it was fenced in along Fairmount Avenue from the Schuylkill landing to the Philadelphia and Columbia Railroad, and thence to the rise of the hill below Green Street, and trees were planted.

The extent of this improvement is yet visible in the appearance of the ground between the line of Fairmount Avenue and Green Street, which is deeply shaded. North of Fairmount, on the north side of Fairmount Avenue from the Columbia Railroad nearly to the river Schuylkill, were hotels and houses for many years after the water-works had become a place of great resort. An old-fashioned country house, which, about 1832 and afterward, was occupied as a tavern, called the "Four Nations Hotel," was near the railroad. From that point extended westward dwelling-houses and shops, until at the extreme point of the square near to the Schuylkill, and at the corner of a street running northwest which stretched out toward Lemon Hill, was a conspicuous four-story establishment, visible from nearly all parts of Fairmount, which was called the Robert Morris Hotel. Farther up on the northeast side of Landing Avenue were dwelling-houses, some of which were torn down in later years to make place for the Rialto House, a tavern and place of resort for the crews of the amateur boating clubs on the Schuylkill. Farther on beyond the Rialto, and on the southwestern bank of a creek which flowed out from the Dark Woods, was for many years a rolling-mill. The creek was crossed by a bridge, and Landing Avenue was continued up until it met another creek, which came down on the east side of the high ground of Lemon Hill. On the side of this creek was once partially erected a stone building, which it was said was originally intended to be occupied as a mill for making beet-sugar. It was afterward utilized as an ice-house. The place where that creek crossed and fell into the Schuylkill was a little south of the spot where the Lincoln monument now stands, and the main driving road east of the Schuylkill goes over the line of the creek. On the southwest side of Landing Avenue there was a narrow strip of ground from Fairmount Avenue upward, upon which were built store-houses with wharves. Between the mouths of the Dark Woods and Lemon Hill Creeks was a place for the mooring of rafts and boats, which were kept there to be hired out for use on the Schuylkill. This was the condition of the neighborhood of Fairmount Water-Works up to the year 1867 or 1868.

In the mean while the city had become the owner of the Lemon Hill estate, once the seat of Henry Pratt, which, having been bought from him by Isaac S. Lloyd, was lost when that daring real-estate speculator got into difficulties. The United States Bank, either to prevent loss or for speculative purposes, took the property after it passed from the control of Lloyd. When that institution failed, efforts were made to induce the city of Philadelphia to buy it. Interested persons suggested that its possession would be a matter of absolute necessity to the city, in order to prevent it from being built upon, and the waters of the Schuylkill polluted by discharges from buildings. Over two thousand four hundred citizens petitioned Councils to make the purchase, and the College of Physicians presented a memorial in which the advantage of the acquisition to the public health was gravely represented. At the time affairs were gloomy, the failure of the bank having brought many persons of affluence face to face with poverty. Real estate was worse than a drug in the market, and it required a good deal of tact to get rid of so large a piece of property as this. The bank had paid two hundred and twenty-five thousand dollars for it, and was holding it for a sale at two hundred and fifty thousand dollars; but its own failure broke the spirit of speculation. The trustees wanted one hundred and thirty thousand dollars for the estate, but the city bought it for seventy-five thousand dollars, payable in a five per cent. loan. The conveyance was made on the 24th of July, 1844. The ground was leased for several years to a tenant, who used the old Pratt mansion and ground for a beer-house and garden. It became famous with German citizens, and a favorite spot for picnics, Easter Sunday and Easter Monday celebrations, and for entertainments at other times. It was not until the 15th of September, 1855, that Councils passed the ordinance dedicating Lemon Hill for the purposes of a public park, to be known as Fairmount Park. The ground was about forty-two acres in extent. As soon as this dedication was made, measures were adopted to improve the ground. Some of the outbuildings of Lemon Hill were removed, the mansion was altered in certain respects for the better accommodation of the public, the old walks, parterres, and garden-beds remained, and, in addition to Fairmount Water-Works, the visitor was

VIEW OF FAIRMOUNT WATER-WORKS ON THE SCHUYLKILL.

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directed to Fairmount Park, crossing Fairmount Avenue, and walking along the especially hot and unshaded line of Landing Avenue.

Some wealthy citizens took an interest in the extension of the grounds, and subscribed a fund toward the purchase of the Sedgeley estate, immediately north of Lemon Hill on the Schuylkill, bounded on the northeast by the Reading Railroad and extending to Girard Avenue. This property, formerly belonging to the Mifflin and Fisher families, had been bought in 1836 by Isaac S. Lloyd for speculative purposes. He paid seventy thousand dollars, and on being sold by the sheriff it passed into the hands of an individual, who in turn disposed of it to Ferdinand J. Dreer. Mr. Dreer then sold it to Henry Cope, Alfred Cope, Joseph Harrison, Thomas Ridgeway, Nathaniel B. Browne, and George W. Biddle, the trustees for the subscribers to the fund to procure Sedgeley for the enlargement of the park. A deficit occurred in the purchase-money because of all the subscriptions not being paid up, and the city acquired the property by paying the balance of forty-five thousand dollars due on the mortgage and assuming all responsibilities. The transaction was completed in 1857, and thus Sedgeley was added to Fairmount Park.

The tract extended from the Lemon Hill Creek or Run up the Schuylkill, crossing Girard Avenue, to the little creek or run which came down on the south side of the Spring Garden Water-Works. The latter being at the time, by reason of the act of consolidation, city property, increased the possession of the park, and ran it up as far as the great rock upon which in after-years the eastern abutment of the connecting bridge was built.

For ten years Fairmount Park was the ground north and west of Landing Avenue, separated by the latter from the property and grounds of Fairmount Water-Works. After the acquisition of Sedgeley, Councils determined to obtain possession of the neck of land between the water-works and Lemon Hill, which included all the property on Fairmount Avenue and Landing Avenue, which was done under a jury award for fifty-five thousand dollars. Memorials to City Councils and the Legislature sought some small purchases of ground on the west side of the Schuylkill, and while these measures were pressed, but not acted upon definitely, four citizens learned that the Lansdowne tract on the west side of the Schuylkill, belonging to the family of Barings in England, was about to be sold, and that the owners were disposed to accept a price much below the actual value of the ground. They understood that if the Lansdowne property was brought into the market it would become an object of speculation, and that the construction of buildings would follow, with necessary risk of drainage into the Schuylkill and pollution of the water. They had the opportunity and they bought the ground, their intention being to offer it to the city of Philadelphia at cost price if used for public purposes. The offer was promptly accepted, and one hundred and forty acres were bought for eighty-four thousand nine hundred and fifty-three dollars.

The acquisition of this large tract naturally led to a demand that there should be some better system of management of the park than had yet been provided. Jurisdiction over the works and adjacent ground was shared between the chief engineer of the water-works and the commissioner of city property. The latter had done something toward the decoration of the grounds near Fairmount, but was restricted by small appropriations from devising or executing any enlarged plan. It was necessary that there should be some better jurisdiction, and in accordance with public sentiment an act was passed "appropriating ground for public purposes in the city of Philadelphia" on the 26th of March, 1867. It declared that the title and ownership to certain ground on the west side of the river Schuylkill should be vested in the city of Philadelphia, "to be laid out and maintained forever as an open public place or park, for the health and enjoyment of the people of the said city, and the preservation of the purity of the water supply." To describe the ground thus appropriated by metes and bounds would be tedious. Generally, it may be said that it took in the area on the west side of the Schuylkill, the lines of which can be easily traced in the present park, extending from the west side of the Fairmount or Callowhill Street bridge northwardly by Bridgewater Street, Haverford Street, and the Pennsylvania Railroad, up to the Junction Railroad, and along the latter to Girard Avenue; crossing that highway to the north side of the park, it ran due west to Forty-first Street, and northward along the latter to Lansdowne Avenue, and then westwardly to Belmont Avenue, up Belmont northward to Montgomery Avenue; thence eastward along the same to the river Schuylkill, and down that stream by the banks to the west side of the Fairmount bridge, the place of beginning. In this area were included the West Philadelphia Water-Works, which were opposite Lemon Hill, and the noted country-seats of Solitude, Egglesfield, Sweet Brier, and Lansdowne, with a gore of ground north of the latter, between the regular line of Lansdowne and Montgomery Avenue. The grounds were to be managed by a board of commissioners, composed of the mayor, presidents of Select and Common Councils, the commissioner of city property, the chief engineer and surveyor, and the chief engineer of the water-works of the city, together with five citizens appointed for five years by the District Court, and five citizens appointed for the same period of time by the Court of Common Pleas. They were to receive no compensation for their services. The commissioners were authorized to negotiate and agree with the owners of the ground within the space specified for the purchase thereof, and if no agreement could be made, to introduce proceedings to condemn the ground and award damages, the whole being

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subject to the approval of the Court of Quarter Sessions. They were to have the whole management and care of Fairmount Park on both banks of the river Schuylkill. In due time afterward the Fairmount Park Commission was organized. It was composed of Morton McMichael, mayor of the city; Joshua Spering, president of Select Council; Joseph F. Marcer, president of Common Council; Charles Dixey, commissioner of city property; Strickland Kneass, chief engineer and surveyor; Frederick Graff (the second), chief engineer of the water-works; and the following citizens: Eli K. Price, John Welsh, William Sellers, Joseph Harrison, Jr., and John C. Cresson, appointed by the District Court; and Nathaniel B. Browne, Theodore Cuyler, Henry M. Phillips, Gustavus Remak, and Maj.-Gen. George G. Meade, appointed by the Court of Common Pleas. Mr. McMichael was elected president, and at his death in 1879 was succeeded by William S. Stokley, who in 1881 was succeeded by Henry M. Phillips.

N. B. Browne was elected treasurer, Joseph F. Marcer secretary, and David F. Foley (not a member of the commission) assistant secretary. Standing committees were appointed on land purchases and damages, on plans and improvements, on superintendence and police, on finance and of audit; also an executive committee, composed of the officers of the board and the chairmen of the five standing committees, and a special committee upon the subject of "the preservation of the purity of the water supply." During the year after the commissioners were appointed they did but little. They came to the opinion at an early period that the ground acquired was not sufficient, as on the east side of the Schuylkill there was no park property north of the Spring Garden Water-Works. An act of Assembly of 1866 authorized the purchase of the small strip of ground between the Reading Railroad and the river as far north as the Columbia bridge, but beyond this there was no protection, and on the west side of the Schuylkill the extreme western boundary was below the bridge. If the water supply was to be preserved from pollution park extension was unavoidable, and in their report for 1867 the committee on plans and improvements said, "Now, if ever, while it is yet possible to be done at a cost which is moderate when compared with its advantages, we must possess the ground which surrounds our water supply so closely that the impurities which are drained from its surface must necessarily be drawn into the reservoirs, and, by preventing the erection of dwellings and manufactories on the shores of the basin and of the waters closely adjacent, provide against the pollution of the water which is the sole supply for domestic uses of the present and of the future population of this vast and rapidly-growing city. If we fail to do so, and our population continues to increase in the ratio of our past progress, twenty years will not pass before the shores of the Schuylkill will be crowded with dwellings and manufactories pouring their impurities into the basin, and compelling the city, at an enormous cost, either to build fresh water-works at some other point, where pure water for domestic uses may be had, or else to acquire the very ground—the purchase of which we now recommend while its cost is moderate—when its price will have been so enhanced as to make its acquisition almost impracticable." The committee proposed that the boundaries of the park should be increased, commencing on the west side of the river Schuylkill, near the city bridge at the Falls; thence southwardly and westward down to the Lansdowne property (already belonging to the park), and out the Ford road to George's Run, not far from the Pennsylvania Railroad. On the east side of the river the ground was to be extended above the Spring Garden Water-Works so as to take in the space between Thirty-third Street and the Schuylkill River as far as Laurel Hill Cemetery, west of which it was to be carried by a driving-road (one hundred feet wide, and above that point one hundred and fifty feet wide) along the Schuylkill up to the intersection of the Ridge turnpike and School Lane; thence between the Ridge turnpike and the Schuylkill up to the southeasterly side of Wissahickon Creek, then crossing the Schuylkill to the Reading Railroad property at the city boundary line and the place of beginning. They also recommended that the control of the Wissahickon and of both the shores of that creek within narrow limits, yet sufficient to protect the water from impurities, should be acquired by the city, to be used in connection with the park. The whole extent of the ground thus recommended to be taken and comprised within the limits of the park, including the water area of the river, was computed to be sixteen hundred and eighteen and one-fifth acres. The extra ground recommended to be taken in addition to that previously embraced in the park was one hundred and fifty-one acres on the eastern side and six hundred acres on the western side of the river. This did not include the property along the Wissahickon, which it was suggested should be put under control of the city, but which was not asked to be included within the park grounds.

The draft of the bill to enlarge the boundaries of the park was presented to the attention of Councils, which acted in a very liberal spirit, and with the intention to secure ground that might be needed at some future time for basins and reservoirs by adding to the proposed territory on the east side of the river and south of South Laurel Hill three hundred and ten acres additional. The Assembly assented to the demands made by the passage of the act of April 14, 1868, which not only made a grant of the ground within the enlarged area, but directed that the park commissioners should appropriate "the shores of the Wissahickon Creek, on both sides of the same from its mouth to the Paul's Mill road, and of such width as may embrace the road now passing along the same, and may

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also protect the purity of the water of said creek, and by passing along the crest of the heights which are on either side of the said creek may preserve the beauty of its scenery." The act provided for the laying out of a road of easy and practicable grades, "extending from the intersection of the northerly line of the park by Belmont Avenue, on the westerly side of the Schuylkill, to the head of Roberts Hollow, and thence along said hollow and the river Schuylkill to the foot of City Avenue, laid out, with the ground contiguous thereto for ornamentation, of such width and so constructed as the commissioners . . . may determine. And such road and its contiguous ground are hereby declared to be a part of the aforesaid park." The act also contained a code of rules and regulations for the government of the park, and ordered that the commissioners should employ, equip, and pay a park force adequate to maintain good order therein. When the commissioners got to work in negotiating for the land they estimated that the amount, excluding the Wissahickon ground and the road through Roberts Hollow, was two thousand two hundred and forty acres. This, it was calculated, left about sixteen hundred acres to be acquired; but the area was reduced somewhat by river surface, so that the actual purchases necessary were a fraction over nine hundred and sixty-nine acres. While the commissioners were busily employed in carrying out the work, they experienced an unexpected generosity in the presentation to them and to the city by Jesse George and his sister, Rebecca George, of the lofty piece of ground west of the assigned park boundaries, which was known as George's Hill. At that time Jesse George was over eighty-three years of age, and his sister was of advanced years. In his communication to the park commissioners, Mr. George stated that the ground had been the uninterrupted home of his ancestors for many generations, and from the original settlement of the country. He

BRIDGE AND TUNNEL IN FAIRMOUNT PARK.

had been frequently applied to to sell portions of it on account of its lofty situation, but had declined. He said, "I had expected to retain possession during my lifetime, and had thought of devising some of this ground to some public use thereafter. Considering the benefits which a public park will secure for the health, recreation, and enjoyment of the citizens of Philadelphia, I have determined that this disposition would be as useful to the people as any other. . . . My sister Rebecca George is joint owner with me in that portion which belongs to the estate of my brother Edwin George, now deceased, and she joins with me in making the same offer." The ground was eighty-three acres situate at such a lofty attitude as to overlook the city of Philadelphia in the distance. The conditions were that annuities of four thousand dollars per year should be paid to Jesse George and Rebecca George during their respective lifetimes.

These payments were not many. Rebecca George died on the 10th of November, 1869, aged seventy-eight years, and Jesse George died Feb. 14, 1873, and the whole property came into the possession of the city. By resolution it was determined that this portion of the park should be forever known as George's Hill. Upon the passage of the act of 1868 the commissioners concluded a piece of work that ought to have been done long before. This was the acquisition of the ground between the old water-works and Lemon Hill, situate upon Fairmount Avenue and Landing Avenue. This ground had been authorized to be taken by ordinance passed in 1864, but legal proceedings delayed action for four years.

The commissioners in their first report set forth their understanding of the object for which a park should be supported and the benefits to be acquired. They said,—

"The primary requisite of the park for popular recreation is an expanse of green sward partly sheltered and adorned by trees and shrubbery.

"These simple rural elements will of themselves give pleasure and healthful exhilaration to people of all ages and conditions, but a large community need something more.

"There should be breadth enough of open lawns to give room for play-grounds and parades; shaded and secluded spots in sufficient number to present ample opportunity for the enjoyment of the quiet, doubly grateful to those who temporarily escape from the din of crowded city streets. There should be ornamental fountains and abundant supplies of running water accessible for the refreshment of visitors of all degrees and of the animals admitted for their convenience or amusement.

"There should also be arbors and other structures for shelters and rest, as well as suitable arrangements to facilitate the enjoyment of fine views of the park and the surrounding scenery."

Easy access to these works of art and beauties of nature must be provided, requiring road and walks skillfully designed for securing to all visitors, both pedestrians and riders, freedom from danger or any reason to apprehend dangerous interference with their common recreation.

As to laying out the grounds, the general system necessary was concluded to be such as would give easy access to all interesting objects by judiciously adapting the roads for pleasant transit, without injury to the natural scenery among which they were to be located. The diversified character of the ground, and the abundance of noble trees and groves, gave to the commissioners at many points a park made to their hands, replete with the objects which form nature's share of its adornment.

Seven engineering parties were sent out the first season, led by Samuel L. Smedley, surveyor and regulator of the city. One of these, under the lead of John D. Estabrook, made a special survey of a line for a sewer designed to convey the drainage of the factories at Manayunk to tide-water below Fairmount dam.

An enumeration of the trees standing in the park, in 1869, excepting those on the borders of the Wissahickon, showed that there were thirty-four thousand seven hundred trees of large size, between eighteen feet and twenty-seven feet in girth, and that they embraced thirty-nine genera and sixty species. The trees of less size were nearly seventy thousand, and the hard-wood shrubs and vines were estimated to be nearly two thousand in number. There were one hundred and fifteen springs of water and wells. The highest level in the West Park was a short distance north of Belmont mansion, at an elevation of two hundred and forty-three feet above tide. In the East Park the highest spot was on the Strawberry mansion tract, one hundred and thirty feet above tide. An estimate made at the same time of the length of fence or impervious hedges for outside inclosure was that nearly eight miles would be required; and that the length for single screens for railways outside of the boundary, and double screens for railways inside, would exceed ten miles.

In the second annual report of the commissioners of the park, laying aside the formal expressions usual in such documents, they became enthusiastic in setting forth the beauties of the ground over which they had control. Thus they observed,—

"Lying in what in a few years will be the very heart of the city; exhibiting singly and in combination every variety of picturesque aspect; presenting contours, both smooth and broken, adapted to all forms of embellishment, and soil suited to all kinds of cultivation; bountifully endowed with stately and umbrageous trees; irrigated by numerous brooks, which, as they meander from the higher to the lower levels, babble over pebbly bottoms, or leap in flashing cascades, or spread into shining pools; and partly composed of two romantic streams, flowing for miles between banks of verdurous lawn or sloping woodland, or rock-girt precipice; Fairmount Park, considered in reference to the uses for which it is intended and the situation it occupies, may justly claim to be without a rival. Superb and elegant as are many of the parks belonging to European capitals, except in the architectural and sculptural adornments which the lavish application of wealth has bestowed, or the grand and graceful arboreous avenues which the care-

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DEVIL'S POOL, MOUTH OF CRESHEIM CREEK.

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ful nurture of centuries has secured, there is no one among them to which it is inferior, while in natural capacities it far exceeds them all. And if the people of Philadelphia have been fortunate in the site selected for their park, because of these natural capabilities, they are still more fortunate in the economic results which that selection involves. For many years the gravest topic submitted for municipal deliberation had been one connected with the water supply of the city. Whether that supply could continue to be drawn in sufficient abundance and of the desired purity from the Schuylkill, or whether it would have to be sought in more distant regions, were questions which deeply exercised not only the public functionaries, but all thoughtful citizens. In the discussion of these questions it became manifest that, if the latter alternative were adopted, it would compel an outlay of many millions of dollars. The formation of huge artificial lakes, and the construction of long lines of aqueducts through a rugged country, as experience elsewhere had shown, could only be accomplished at an enormous expense, and, when completed, the cost of maintenance and repair would be proportionately heavy. To avert this but one course was feasible, and that was the dedication of the park as its boundaries are now defined." The commissioners went on to argue that without a park the water of the Schuylkill River would have soon been unfit for use. "Singular and paradoxical as the statement may seem, it is nevertheless true that by this purchase Philadelphia will actually save money, and practically get a park for nothing. In other words, without the acquisition and disposition of this land it would not be possible to protect the Schuylkill from such contamination as would speedily make its waters unfit for general use, and in that contingency a resort to remoter sources of supply would be inevitable. Such a resort could not be successfully had without the expenditure of at least twice the amount expended in procuring the ground in Fairmount Park."

There was a good deal of work to be done in obtaining possession of lands, the payment of damages, and the laying out of roads to make the new park accessible. In the West Park the Lansdowne drive was the principal carriage-way, and it required much labor to put it in order for use. This grand road was opened on the 21st of June, 1869, from Girard Avenue at the head of the bridge to George's Hill, with some ceremony, in which the Park Guard, a section of the Keystone Battery which fired a salute, and members of Councils, judges of the courts, and city officials took part. The flag-staff at George's Hill was first put in use by the raising of a large Burgee flag, inscribed with the title "George's Hill," by Maj.-Gen. George G. Meade and Mayor Fox, a ceremony which was accompanied by instrumental and vocal music. Eli K. Price delivered an engrossed testimonial of thanks, for the gift of George's Hill, to Jesse George, for himself and his sister. On the 13th of September, 1869, the corner-stone of a monument to the memory of Alexander von Humboldt was laid, on the centennial anniversary of his birth, by the German society, on the knoll where the *tete du pont* battery had been built during the war of the Rebellion, which was on the hill adjoining the entrance to Girard Avenue bridge.

In 1871, Councils adopted a resolution requesting the commissioners to construct within the Park suitable fire-proof buildings for a public art-gallery and museum for free exhibition at all times. Joseph Harrison, Jr., a park commissioner, proposed the erection of an edifice on the crest of Lemon Hill. In this structure he thought might be permanently preserved Rothermel's great picture of the battle of Gettysburg, painted by order of the State of Pennsylvania, and he offered as the nucleus of an art collection his numerous Indian portraits, taken from life scenes, portraying Indian manners and customs, landscapes, etc., and also a large picture painted by Benjamin West.

In 1872, in accordance with this suggestion, the museum building was erected near the Green Street entrance. It was of brick, stone, glass, and iron, ninety feet long, thirty-eight feet wide, and twenty-two feet high. Rothermel's picture was placed in it, with some statues and pictures belonging to the Fairmount Park Art Association, and others which were loaned. The gallery was opened to the public daily, but in 1876 most of the contents were removed to Memorial Hall, and the building was afterward assigned to the use of the Pompeian Gallery.

In 1870–71 a new walk, twelve feet in width, was opened through a highly picturesque ravine, to which was given the name of Belmont Glen. It extended from the Belmont Mansion to the Belmont Station of the Reading Railroad, near the bank of the Schuylkill. The length of the walk was two thousand six hundred and forty feet, passing in its course over the old inclined plane of the Columbia Railroad, on a rustic bridge, and following for some distance the meanderings of a hill-side brook bordered by several springs, two of which were utilized by being inclosed in stone basins to form drinking-fountains.

Michaux Grove was planted in 1870–71, near the northwestern limit of the Lansdowne drive. It comprised sixteen species of oaks, selected for their adaptability to the soil and the climate.

On Sept. 22, 1871, a bronze statue and monument in memory of Abraham Lincoln, erected by the Linclon Monument Association of Philadelphia, was unveiled and dedicated on the plateau near the southeast boundary of Lemon Hill. The artist was Randolph Gross, an American residing in Rome, and the casting was done at Munich. The cost of the statue was nineteen thousand three hundred dollars, and of the granite base nine thousand four hundred dollars. The figure is colossal in size, and measures, in the sitting posture, nine feet six inches in height, the statue and base together being thirty-two feet high. In the dedication ceremonies was included a parade of military, which

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embraced the First Division of Pennsylvania Volunteers, under Maj.-Gen. Provost and four brigades under Brig.-Gens. John P. Bankson, J. William Hoffman, William B. Thomas, and Louis Wagner.

The pavilion at Belmont, a building erected for public purposes, including meetings and banquets, was opened on the evening of the day that the Lincoln monument was dedicated, with a public banquet. It stood a little west of, but conveniently near to, Belmont Mansion and Restaurant. It was forty-five feet wide by eighty feet long, well adapted for the uses for which it was intended. This building was frequently the place at which public entertainments were given previous to the opening of the Centennial Exhibition of 1876. The place which it occupied was taken up by considerable two-story additions built for restaurant purposes in 1875–76, at the south and west of the old Belmont Mansion.

LINCOLN MONUMENT.

One of the most memorable incidents connected with the history of the park was the use to which it was put for the great Centennial Exhibition of 1876. Attention was at first officially called to the propriety of holding the exhibition there as early as 1869, when the Franklin Institute and Academy of Fine Arts of Philadelphia memorialized Congress in favor of holding an International Exhibition to commemorate the one hundredth anniversary of the Declaration of Independence, and to signalize the immense progress in population and prosperity which had been made by the country in the mean time. The Councils of the city sent a memorial and appointed a committee on the celebration, and an association of citizens was formed to execute the project. Congress took no immediate action, but eventually the Committees on Manufactures and on Foreign Relations of the House of Representatives visited Philadelphia on invitation and were shown the grounds in the park, which, in the opinion of the commissioners, would be most suitable for exhibition purposes.

In consequence of the recommendations of these committees, Congress passed an act, March 3, 1871, "to provide for celebrating the one hundredth anniversary of American Independence by holding an International exhibition of arts, manufactures, and products of the soil and mine, in the city of Philadelphia, and State of Pennsylvania, in the year 1876." The act authorized the appointment of a commission composed of one delegate from each State and Territory, to be nominated by the Governors of the States, and confirmed by the President of the United States. This was the Centennial Commission, a body for the maintenance of which, or the discharge of its duties, no means were provided. There were no appropriations or pledge of moneys on behalf of the United States, and the commission was actually a body appointed "to work for nothing and find itself." There was no power given in the bill to the commissioners to raise a penny by subscription, and Congress seemed to have reluctantly sanctioned the project of holding the exhibition, with particular care that it should be at no expense to the national treasury. Under these circumstances it was found that the exhibition, under a set of managers who had no power to raise money, could not have been other than a failure.

For more than a year the project languished. It was not until 1872—in which year an association was formed in Philadelphia to raise the funds necessary for the construction of buildings, etc., and for carrying on the exhibition, to which was given the title "The Centennial Board of Finance"—that there was any probability that the exhibition would be provided for and held. Congress was induced, by act of June 1, 1872, to incorporate the Centennial Board of Finance, with authority to receive subscriptions to a capital stock not exceeding $10,000,000, to be divided

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into shares of not more than $10 each, with authority to construct the buildings and to carry on the exhibition. Under the control of this commission, subscriptions were made, and the stock allotted to be distributed in the various States. There were in addition some large gifts. The State of Pennsylvania gave $1,000,000 to the commission, for the purpose of erecting the Permanent Building, since known as Memorial Hall, and the city of Philadelphia gave $1,500,000, with which were constructed Horticultural Hall and Machinery Hall. On the 26th of June, 1873, Governor Hartranft, in compliance with a provision in the act of Congress, notified President Grant that provision had been made for the erection of the exhibition buildings. The latter made proclamation on the 3d of July, of the same year, that the exhibition would be held in 1876, and two days afterward Mr. Fish, Secretary of State, sent notification to all foreign governments. On the 4th of July, 1873, the commissioners of Fairmount Park formally transferred to the Centennial Commission and Centennial Board of Finance, for the use of the exhibition, two hundred and thirty-six acres of ground, extending from the River road, or continuation of Forty-first Street, northwest to the Lansdowne drive and concourse not far south of Belmont, and around the same, south by west, by the Belmont drive to the edge of George's Hill, and south to Elm Avenue, and along the same to the place of beginning, opposite Forty-first Street. The first plan for the exhibition was to have but one structure, to cover forty-four acres. Afterward this idea was abandoned, and it was determined to erect several buildings. Congress, on the 3d of March, 1875, appropriated $505,000 for the arrangement of an official government display, of which $150,000 was to be devoted for the erection of a special building for the government exhibition. Ground was first broken for the construction of buildings July 4, 1874. Up to the beginning of 1876 the funds realized by the board of finance from gifts, subscriptions, and concessions, were $5,187,750. It was calculated that $1,537,000 would be necessary to finish the buildings and open them free of debt. Congress passed an act authorizing a grant of $1,500,000 on the 14th of February, 1876, which was supposed to be a gift, but which, after the exhibition had closed, was claimed to be only an advancement or loan, and, under the effect of a judicial decision by the Supreme Court of the United States, was returned to the national Treasury, so that, except as to the money paid for the purpose of the government display, the Centennial Exhibition did not cost the United States a dollar. The stockholders of the Board of Finance received a small percentage of their investments. The receipts of the exhibition were only sufficient to pay expenses and something over, and the stockholders pocketed their losses and charged them off on their account-books "to patriotism."

The buildings constructed for the use of the exhibition were one hundred and ninety-four in number, and some of them of immense size. The Centennial Commission divided the buildings into five groups. The first were composed of the largest structures on the ground, and included the Industrial Hall or the Main Building, and Memorial, Machinery, and Agricultural Halls with their respective annexes, several of the latter being buildings of large size. The second group was composed of buildings belonging to the United States and the individual States. They included the United States Government Building, Hospital, Signal-Office, and smaller structures, and also the buildings erected by the various States of the Union for the accommodation of their own commissioners, and as places for the assembling of their citizens who were visitors at the exhibition. There were twenty-seven of these State buildings, and one which was erected by the city of Philadelphia. Many of them were picturesque and elegant in style, and were constantly admired by all visitors. The third group were buildings erected by foreign nations,—Great Britain, Germany, Spain, Brazil, Portugal, Sweden, Japan, France, and the Dominion of Canada. The fourth group was composed of restaurants and houses of entertainment, of which there were twelve or fifteen with accessories. The fifth group was declared to be composed of miscellaneous buildings, among which were the Women's Exhibition Building, the Bankers', Brewers', and Dairymen's Buildings, besides various structures put up by persons in particular business bazaars, railroad offices, etc. Within the inclosure were sufficient structures to make a large town, and some of them of greater proportions than any town or city ever saw. The following were the dimensions of some of the principal buildings: Industrial Hall, Main Exhibition Building, built of iron, glass, stone, and brick, covered 21.27 acres, with two annexes; shape, a parallelogram; running from east to west eighteen hundred and seventy-six feet, and from north to south four hundred and sixty-four feet. The east and west centres of the fronts were relieved by central projections, galleries, and towers. In the centre was a transept running from side to side, from which arose four great towers, each forty-eight feet square and one hundred and twenty feet high. The building was commenced May 8, 1875, completed, set up, and transferred to the commission Feb. 14, 1876. Architects, Joseph Pettit and Joseph M. Wilson; builder, Richard J. Dobbins; cost, one million six hundred thousand dollars.

Machinery Hall resembled the Main Exhibition Building in general details, but was materially different in many respects. It was principally built of iron and glass, and covered nearly thirteen acres; shape, a parallelogram; length, fourteen hundred and two feet east and west; width, three hundred and sixty feet; annex in the centre, two hundred and eight feet wide and two hundred and ten feet deep to Elm Avenue; and some smaller annexes. Architects, Henry

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Pettit and Joseph M. Wilson; builder, Philip Quigley; cost, seven hundred and ninety-two thousand dollars.

Horticultural Hall, built of brick, stone, iron, and glass; style, Moresque; situate at the head of Fountain Avenue, on the north side of Lansdowne Valley and northeast of Memorial Hall, intended to be fire-proof. Length, east and west, three hundred and eighty-three feet; width, one hundred and ninety-three feet; height to top of lantern, seventy-two feet; covers 1.05 acres; architect, H. J. Schwarzman; builder, John Rice; cost, two hundred and fifty-one thousand nine hundred and thirty-seven dollars.

Memorial Hall, intended to be an art gallery. A permanent building of granite, brick, glass, and iron, situate immediately north of the Main Building and south of Lansdowne Glen. Building, east and west, three hundred and sixty-five feet; width, north and south, two hundred and ten feet; height of walls, fifty-nine feet. The dome over the rotunda rises one hundred and fifty feet above the ground. It was capped by a colossal bell, upon which stood an emblematic figure of Columbia, cast in zinc. This figure was taken down some time after the centennial year, as it was found to be sinking, and there were fears that it would break through the dome. The plan consisted of a centre building, open arcades east and west of the main entrance, and closed pavilions at the corners. The exterior was decorated with statuary and many ornaments. Architect, H. J. Schwarzman; builder, R. J. Dobbins; cost, one million five hundred thousand dollars.

Agricultural Hall stood north of Horticultural Hall and beyond Belmont Valley. Material, wood and glass; ground-plan, a long nave, crossed by three transepts; nave, eight hundred and twenty feet long, from north to south, and one hundred feet wide; grand central transept, four hundred and sixty-five feet long and one hundred feet wide; height of the nave, seventy-five feet. Areas and courts were between the naves and the transepts, which were built upon to the height of one story, so that really the building was almost square. There was a central tower and steeple, and towers at the end of each transept. The hall, although cheaply put up, presented an attractive appearance. Space covered, seven and one-fourth acres; architect, James H. Windrim; builder, Philip Quigley; cost, one hundred and ninety-seven thousand dollars.

The United States Government Building, the largest of the second group, was on the west side of Belmont Avenue, at Fountain Avenue. Built of wood, in the shape of a cross. Long nave, running east and west, four hundred feet long, one hundred feet wide: cross transepts, three hundred feet in depth, one hundred feet wide; height of building, sixty feet, surmounted by a lantern. This building was occupied by the War, Navy, Interior, and Post-Office Departments, with the Agricultural Bureau and Smithsonian Institution. Architect, James H. Windrim; builder, Aaron Doane & Co.; cost, sixty-two thousand dollars.

Women's Pavilion, built by the Women's Centennial Committee, for the exhibition of women's work in art and manufacture. Situate on the east side of Belmont Avenue, opposite the United States Government Building. Formed by two intersecting naves, each sixty-four by one hundred and ninety-two feet, with a porch at the end of each eight by thirty-two feet, and four pavilions, each forty-eight feet square, in the corners formed by the naves. Architect, H. J. Schwarzman; builders, Jacob G. Peters and John D. Burger, of Lancaster, Pa.; cost, forty thousand dollars.

There were several special buildings for the exhibition of particular industries, which were erected by persons interested in their trade displays. Among these were the Shoe and Leather Building, in which all sorts of shoes and boots, from those that would fit the tiny feet of the infant up to the enormous stogies worn by the giant, were on exhibition. Also leather of all kinds, in every stage of manufacture, and articles made of leather, from the pocket-book up to the Saratoga trunk. This building was three hundred and fourteen feet long, from east to west, and one hundred and sixty feet in width. Architect, Alexander B. Bary; builder, J. H. Coffrode & Co.; cost, thirty-one thousand dollars.

The Carriage Exhibition Building was three hundred and ninety-two feet long by two hundred and seventy-seven feet wide, a single story, constructed of wood, sheathed with corrugated iron. It was used for the exhibition of carriages, coaches, fancy wagons, pleasure carriages, sleighs, omnibuses, and railway cars from all parts of the world. Architect, H. J. Schwarzman.

The Photographic Exhibition Building was specially prepared to receive actinic pictures. It was an annex of the Art Gallery; style, of the French Renaissance; length, two hundred and fifty-eight feet; width, one hundred and seven feet.

The Pomological Building, east of Agricultural Hall, was considered an annex of the latter, and was of the dimensions of one hundred and eighty by two hundred feet. It was used particularly for the exhibition of fruits and flowers, when they were in season.

The Brewers' Building was an annex to Agricultural Hall, designed to show the processes and business of brewing. Length, two hundred and seventy-two feet east and west; breadth, ninety-six feet; two stories in height. Builder, James B. Doyle; cost, twenty thousand dollars.

The buildings erected by foreign governments for the accommodation of their commissioners were not very elaborate. The most striking was St. George House, in the picturesque style of the old English timber houses of two centuries ago, some examples of which yet remain near Chester and other parts of

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England. It was a combination of gables, bay and oriel windows, verandas, balustrades, balconies, with a very liberal distribution of chimneys, which might defy accurate description. Its oddity rendered it very attractive.

The French Government Building was very plain, built of brick, and not particularly attractive in style. It was used for displays of models, plans, and drawings of the public works maintained by the French nation.

The German Government Building was of brick, rough-cast, in the Italian Renaissance style, eighty-two feet long and forty-two feet broad, and particularly noticeable on account of its capacious and handsome portico.

Brazil had a pavilion which was noticeable. It was octagonal in form, but so decorated with porches and bay-windows that the ground-plan was not observable, and the effect was pleasant.

The Spanish government prepared an octagonal building, surmounted by a lantern, and in the details of doors and windows Moresque in style. Spain was the only country, except the United States, which sent regular soldiers to the exhibition. The building spoken of was first intended for their quarters. It was fifty feet in diameter. Subsequently an annex building, eighty by one hundred feet, was constructed, in which there were exhibited Spanish products.

Japan presented for the occupancy of its commissioners a curious building, put up by Japanese workmen, with odd tools and strange manual processes. It was entirely of wood, finely planed and finished, and was joined with as much neatness as a fine piece of furniture. The wood-carvings, birds, flowers, and other objects over the porch of entrance were executed with great skill. This was one of the most attractive buildings on the ground.

Sweden was represented architecturally by a school-house, and Canada by a timber house, made of planks and boards piled upon each other on the interior, with an outside portico formed of trunks of trees with the bark on; it was a curious-looking structure.

Among the State buildings none was more showy and peculiar than the one that was erected by New Jersey. The style inclined to the Norwegian pattern in architecture, but with its peaks, gables, lofty tower, porches, gallery, and pavilions, it was not to be assigned exactly to the architecture of any country.

The Ohio State Building was composed in front of stone of different colors and qualities produced in different parts of the State. Unfortunately it was not of sufficient size, and a wooden annex was added, which detracted from the general appearance.

Kansas and Colorado united in the construction of a building in Gothic style, built in the form of a Greek cross, the arms of which were each one hundred and thirty-two feet long, and they used the space for a special exhibition of their products of agriculture and minerals and manufactures.

Many of the State buildings were small, and not particularly handsome, their styles being apparently modeled from those of the most conspicuous and elegant private houses in some of their villages.

The Centennial Exhibition opened on the 10th of May, 1876, and closed Nov. 10, 1876. The total admissions were 9,910,966 persons, of which 1,906,692 were free, the latter representing in a large degree exhibitors, officers, and employés, who passed in and out of the enclosure daily, and some of them several times a day.

After the close of the Centennial Exhibition, which had been remarkably successful as an object of interest and a means of instruction, there were expressions of regret that such a magnificent collection of interesting objects should be dissipated, and that the exhibition and its results would become only a memory. It was believed that if the Main Exhibition Building could be retained there might be created a permanent exhibition, in the style of the Kensington Museum, at London, which would be continually useful as a school of instruction, and of unceasing interest. Under these hopes there was organized an association entitled the Permanent International Exhibition Company, the object of which was to continue the display. Some of the depositors in the Centennial Exhibition left their goods in the charge of the new enterprise, and new deposits were obtained. The Main Exhibition Building was purchased, and the managers entered upon the experiment. The Permanent Exhibition was opened with parade and ceremony on the 10th of May, 1877. Misfortunes and errors of management followed. After four years of experiment, the early portions of which were flattering and seemed to promise prosperity, the attempt was relinquished. The stockholders voted four to one, on the 14th of February, 1881, that it was inexpedient further to maintain the exhibition, and that the directors be authorized to dispose of the building and other property as soon as in their judgment such action would be best. The Bi-Centennial Association of Philadelphia had a celebration at the building on the 4th of July succeeding, nearly thirty thousand persons being present. It was the last public occasion on which the building was put to use. The materials were sold at auction on the 9th of August, 1881, for ninety-seven thousand dollars. The work of tearing down the building commenced shortly afterward, but was not thoroughly completed for several months.

Agricultural Hall was torn down shortly after the close of the Centennial Exhibition. Machinery Hall stood longer, but was finally disposed of by auction, and the material taken away in 1883. Of all the grand buildings which stood upon the plot in 1876 there only remained in 1884 Memorial Hall and Horticultural Hall, St. George's House, the pavilion of the German Empire, and the Ohio State Building.

In 1878 the Park Commissioners reported that all

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the lands purchased by them, or valued for purchase, were worth $6,105,069. At the same time they stated the area to be two thousand six hundred and forty-eight acres. Immediately before or during the centennial year there were erected in the park three elevators and observatories for the purpose of affording views of the landscape scenery. One of these was Sawyer's observatory at Belmont, another was put up on the bold promontory rising above Turtle Rock, on the Lemon Hill property, and the third was at George's Hill. Sawyer's structure was taken down after standing some years. The George's Hill observatory was removed to Coney Island, N. Y. In 1884 Lemon Hill observatory yet remained.

The ornamentation of the park to any considerable degree by the acquisition of works of art was an object from the beginning of the jurisdiction of the Park Commissioners, but they could scarcely hope to accomplish it through the ordinary appropriations made to them. The amount required for the purchase of land, the heavy expenditures for the laying out of walks and drives, the building of bridges, and putting the park in a condition for public use were so great that only the development and exhibition of the natural beauties of the ground could be attended to. Knowledge of this fact, and a desire to add to the appearance of the grounds by works of art and beauty, led to the formation, in 1871, of a society, the object of which was to add to the decorations of the park. Several gentlemen met and organized in June of that year. Subscriptions were opened on the 22d of the same month, and on the 2d of February, 1872, the Fairmount Park Art Association was incorporated. The object, as set forth in the charter, was "the accumulation of a fund, by means of annual contributions of small fixed sums of money, by the members thereof, and by legacies, donations, etc., which fund, or the interest thereon, shall be devoted to and expended in adorning Fairmount Park, in the city of Philadelphia, with statues, busts, and other works of art, either of a memorial nature or otherwise." With good judgment, it was determined that membership should not be expensive. The entrance fee of one dollar went to the expense fund, and five dollars per year annually into the general fund, for the art purposes of the society. In the first report made, October, 1872, it was stated that the association had seven hundred and thirty-three members, and that the amounts received for subscriptions and entrance fees was seven hundred and seventy-five dollars. At the meeting of Dec. 18, 1882, it was reported that the membership of all grades was nine hundred and fifty-seven. Up to that time the association had obtained thirteen principal objects of decoration, statues, fountains, etc., and held in the general and permanent fund $24,388.51, of which $9249.91 were in trust for the memorial statue of Gen. George G. Meade, and $13,090.89 for memorial monument of President James A. Garfield.

OBJECTS OF HISTORIC INTEREST AND WORKS OF ART AND DECORATION IN FAIRMOUNT PARK JULY 4, 1883.

Historic Houses and Mansions.—The cottage of William Penn (sometimes called the Letitia House), built in Letitia Court, below Market Street, and between Front and Second, about the year 1683, being the first brick house in Philadelphia. Removed to Fairmount Park on the knoll southwest of Lansdowne drive, near Girard Avenue, in 1883, and rebuilt by citizens.

Wooden cottage and building occupied by Gen. U. S. Grant as his headquarters at City Point during the campaign in Virginia of 1864–65. Presented by citizens in 1865, and removed to the East Park, southwest Sedgeley guard-house.

Lemon Hill Mansion, northwest of Fairmount Water-Works, built by Henry Pratt after 1800, changed in the interior decoration, and added to by Park Commissioners.

Sedgeley guard-house was once the stable and offices of the Sedgeley Mansion, which stood east of it. It was originally the northern portion of the Hills estate belonging to Robert Morris, and was separated from the latter in the sheriff's sale 25th of March, 1799, and was bought by William Crammond, who built a country-house in the Gothic style there after the plan of Latrobe the elder about the year 1800. Sedgeley became the property of Samuel Mifflin, merchant, in 1806, and of James Cowles Fisher, merchant, in 1812.

The Cliffs, a small house northwest of the drive, on part of Mifflin's Lane, formerly in the East Park. It is near the Philadelphia and Reading Railroad.

Fountain Green, the seat next beyond the Cliffs, originally belonged to Samuel Mifflin. The grounds run over to what was called Mifflin's Lane. Mr. Mifflin died in 1781, and Samuel Meeker became the owner and lived there many years during the present century; Casper W. Morris succeeded him. After the old mansions on the Schuylkill were deserted Fountain Green was known as "Engel & Wolf's farm," and was occupied near the railroad by that firm for brewing purposes. The old Mifflin-Meeker Mansion was used as a restaurant and for the accommodation of picnic-parties and social gatherings.

Mount Pleasant, in the East Park, near the bridge of the Reading Railroad Company, formerly called the Columbia Bridge, and nearly opposite the former site of Lansdowne, on the west side of the Schuylkill, was built by Capt. John McPherson, about 1762; bought by Benedict Arnold as a marriage-gift for his wife, Peggy Shippen, in the spring of 1779; escheated after his treason; confiscated in 1781; bought by Col. Richard Hampton during Arnold's life; purchased by Blair McClenachan in 1783; sold in 1784 to Chief Justice Edward Shippen, the father of Margaret, wife of Benedict Arnold; sold by him in 1792 to Gen. Jonathan Williams, member of Congress, the first superintendent of West Point Military Academy; held by him and his family, the last owner in that

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SCENES ON THE WISSAHICKON.

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line being his son, Henry J. Williams, an eminent lawyer. It was for some years a place of resort chiefly by Germans, and called Washington Retreat. In 1868 it was bought by the Park Commission. Among the tenants of this mansion might have been Maj.-Gen. Baron Frederick William Augustus Von Steuben, who was given lease of the premises Oct. 25, 1780, by the Supreme Executive Council, but in regard to whom it is doubtful whether he had ever occupied it. The Marquis Casa d'Yrujo, minister plenipotentiary of Spain, who married a daughter of Governor Thomas McKean, lived here in 1802.

West of Mount Pleasant was Rockland. The estate belonged from 1756 to 1765 to John Lawrence, and afterward to Capt. John McPherson. The mansion was built by George Thomson, merchant, about 1810. He sold it in 1816 to Isaac C. Jones, who, with his family, occupied it, until the estate was taken for park purposes.

Belleville, north of Rockland, a small house, was occupied by Daniel W. Coxe, who was a brother-in-law of Edward Shippen Burd.

Next to Belleville is Ormiston. The property belonged to Joseph Galloway before the Revolution. It was forfeited to the State in consequence of his treason, bought by the trustees of the University of Pennsylvania, and sold to Gen. Joseph Reed, once president of the Supreme Executive Council. He sold it to Edward Burd, son-in-law of Chief Justice Shippen, who named it Ormiston, after the estate of his father in Scotland. Edward Shippen Burd, his son, occupied this property for many years.

Next to Ormiston was Laurel Hill, which was occupied for many years by Samuel Shoemaker, and afterward, from 1828 to 1836, by Dr. Philip Syng Physick. After the name of the Laurels, the seat formerly of Joseph Sims, farther up and near the Falls of Schuylkill, was changed to Laurel Hill, the old Laurel Hill (Shoemaker's place) was known as Edgeley.

Woodside, lately occupied by the Park Commissioners, is an old house which, according to tradition, was built by William Coleman, the friend of Franklin, who was associate justice of the Supreme Court of Pennsylvania, and died in 1769. It was afterward the residence of David Franks, who, unfortunately, during the Revolution was not on the right side.

William Lewis, lawyer, lived for some years at Summerville, which was the property immediately south of the present Laurel Hill. It was afterward occupied by Judge Hemphill, and after it was abandoned as a place of summer residence it was called Strawberry Mansion. It was from 1835 for some years a favorite place for picnics, and when the park was opened it was established as a restaurant.

The Park River road, which runs below Laurel Hill Cemetery, passes over the property once occupied by three famous country-seats. They were Harleigh, William Rawle's place, now South Laurel Hill; Fairy Hill, George Pepper's place, Central Laurel Hill; and The Laurels, Joseph Sims' seat, the name of which was afterward changed to Laurel Hill, which now constitutes North Laurel Hill.

In the West Park the following old country-houses are still existing: Solitude, in the West Park, south of Girard Avenue, was the villa of John Penn, the son of Thomas Penn and of Lady Julianna Farmer, daughter of the Earl of Pomfret. Penn came to Pennsylvania to look after his family interests in 1784, and bought ground opposite The Hills, fifteen acres, for six hundred pounds sterling. Here he built the little two-story box, still standing, and occupied by the offices of the Zoological Society. The house was finished in 1785.

Sweet Briar, northwest of the Lansdowne entrance, near the Girard Avenue bridge, was built by Samuel Breck about 1798. He occupied this mansion for many years.

Belmont, the property north of Lansdowne, was purchased by William Peters, brother of the Rev. Richard Peters, from the widow of Daniel Jones, by deed of July 4, 1742. The tract contained two hundred and twenty acres. Mr. Peters erected a small stone house, with a bay at the southern end, in a fine situation, with a grand view of the Schuylkill. It was probably finished in 1743. Mr. Peters called the place Belmont, and resided there until about the Revolution, when the use of the property was assigned to his son Richard, afterward judge of the United States District Court. It is not known when the large mansion on the north of the original Peters house was built. It might have been by William Peters before the Revolution, or by his son afterward. As long as Judge Peters resided there the house was the resort of the most eminent men, famous in American history and politics, and of distinguished foreigners. The attractiveness of the place was somewhat injured in 1832 and afterward by the laying out of the State railroad from Philadelphia to Columbia. The tracks were brought across the Schuylkill on the Columbia Railroad bridge, and up the hill by an inclined plane, the bed of which comes out about two hundred feet distant from the Belmont mansion, and is now used as a bridle-road. There was machinery to operate the cable on the plane, work-shops, and depots almost next door to Belmont mansion, so that, with the travel connected with the railroad, it could not have been for some years a favorite place of residence. When the Pennsylvania Railroad was chartered, and the route was laid out to the Market Street bridge, the inclined plane was abandoned, and Belmont returned to a quietude greater even than was usual to the mansion and grounds before railroads had invaded them. Judge Peters was dead, and the house, so long the genial rendezvous of bright and fashionable people, was scarcely disturbed by a wandering visitor. The Park Commissioners bought this property in 1867, and established it as a restaurant. The popularity of the place was such that it was soon found that there

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was not room enough for the accommodation of company, especially for banquets and occasions of ceremony; a pavilion was erected west of the mansion-house. In 1876 there was another alteration, during which the old Peters building of 1743–44 was demolished, and a two-story addition, fronting south, was erected for the purposes of a restaurant, being furnished with dining- and supper-rooms.

Mount Prospect was the seat of the Johnsons as early as 1806. It was subsequently sold to Jacob S. Waln, who changed the name to Ridgeland, and lived there many years.[1]

SUPPOSED "TOM MOORE'S COTTAGE."

Farther up, south of the Fort road, was Prospect Lodge. Montpelier, built by George Plumsted about 1802, was afterward occupied by Benjamin Johnson. It was north of Prospect Lodge, immediately opposite the Laurels, Sims' place, afterwards called Laurel Hill. The Park Commissioners gave to the place the name Chamounix. In the area of the East Park, besides these buildings yet standing, there have been others of historic importance.

The Hills was the name of Robert Morris' estate, which included the whole of Lemon Hill and Sedgeley. The Hills House was built by Mr. Morris after 1770, when he made the first purchase of the ground there. It was probably finished in 1771–72. The house was torn down by Henry Pratt after he bought the estate.

North of Lemon Hill, before Sedgeley was reached, was Mount Sidney, which was occupied by Thomas Passmore, and some time after the year 1800 by Peter De Barbier Du Plessis and by Maj.-Gen. John Barker.

The early country-seats in West Park not now existing were as follows: On the west side of the river Schuylkill, immediately north of Haverford Street, was Spring Hill, the property of Ellis Yarnall. It was in a due line west of Turtle Rock and Lemon Hill. The West Philadelphia Water-Works were built on a portion of this property.

Eaglesfield or Egglesfield, on the west side of the Schuylkill, a little above the entrance to Girard Avenue bridge and south of Sweet Briar, was built about 1798 for James Greenleaf, after designs by George I. Parkins. It was in after-years the property of Robert E. Griffith.

Lansdowne Mansion stood about where the Horticultural Hall is now erected. The first purchase of ground there was made by Governor and Proprietary John Penn in 1773, and comprised, when all outlying parcels were added, about two hundred acres. Lansdowne House was built of stone in the Italian style, and probably finished when the Revolution broke out. It is marked distinctly on Faden's map of 1777. He lived there until about the time of his death, Feb. 9, 1795. The estate was devised absolutely to his wife, Ann, daughter of Chief Justice Allen. She sold it in 1795 to James Greenleaf. The sheriff of Philadelphia seized it in 1797 as property of Greenleaf, who was in pecuniary difficulties, and sold it to William Bingham. He kept the mansion in grand style until

[1] There is on the west side of the Schuylkill, above the Reading Columbia Railroad bridge, in front of Ridgeland, a small one-story house, which has been called "Tom Moore's Cottage." The story is that it was occupied by Thomas Moore, the poet, at the time when he was in Philadelphia, in 1804. There is no good foundation for the legend. The journal of Mr. Moore shows that the whole time which he spent in Philadelphia during his visit to America was ten or eleven days. He was received in the best society, flattered, dined, and his company much sought by literary people. He had no time to become a tenant of this insignificant house if he had desired to. There is no plausible foundation, in fact, for the Tom Moore's story as connected with this little house. Edward Waln, who was a boy at Ridgeland in 1815 and for many years afterward, wrote to Russell Thayer, superintendent of Fairmount Park in 1883, that he had never heard of the place being called Tom Moore's Cottage while he resided there. The house in his early days was known in the neighborhood as "Aunt Cornelia's," and this was the name of an old colored woman who lived there and made her livelihood as a washerwoman, to which she added occasionally a few pennies by the sale of ginger-cakes and spruce-beer.

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after the death of his wife, in 1801. At the death of Mr. Bingham, three years afterward, the property was vested in his family, two of his sons-in-law being Barings. The Barings held the property until the ground was bought by gentlemen through whose interests it was secured for Fairmount Park. Joseph Bonaparte, ex-king of Spain, Count De Survilliers, lived in the Lansdowne Mansion 1816–17. The house was entirely burned out on the 4th of July, 1854, but the walls were standing in good condition. The mansion might have been rebuilt if the Park Commissioners had so elected. But they did not appear to know the historic character of the ruins, and the easiest way to get rid of them was to prostrate them entirely. The Hut was a small house on the River road near Lansdowne, and once occupied by Mr. Baring, who had married Miss Bingham.

A great attraction of these grounds is the Zoological Garden. The Zoological Society was incorporated in 1859 by the General Assembly, and a site assigned to it in Fairmount Park under the act of incorporation. The place provided was north of the Spring Garden (Schuylkill) Water-Works, on the hill extending over to the Reading Railroad, and eastward to the river drive. The opening of the Connecting Railroad on the south side of the lot placed the grounds in a wedge between two railroads, with the river on the other side, and with no easy means of access except by crossing the railroads at that time. For this reason it may be supposed the mem-

ZOOLOGICAL GARDEN.

bers of the society were deterred from attempting to establish the gardens and procure a collection of beasts and birds, etc. In June, 1873, the commissioners of Fairmount Park assigned to the use of the society the Solitude portion of its grounds south of Girard Avenue and between the River road and the Pennsylvania and Connecting Railroads. The society entered upon the property, constructed large and attractive buildings for the exhibition of various kinds of animals, and the grounds were opened July 1, 1874. The inclosure embraces Solitude and a portion of Spring Hill, the Yarnall estate.

The house in which David Rittenhouse, the astronomer, was born, stands near the junction of Paper-Mill Run with the Wissahickon Creek, and is about half a mile above the site of the Log Cabin.

The Monastery is situate on the east side of the Wissahickon. This building succeeded one which was erected by Alexander Mack, John Reissman, and Henry Hoecker, Dunkers, who had belonged to the church at Bebberstown, commonly called Beggarstown, established in the northern part of Germantown in 1732. The establishment was modeled upon the monastery of the Dunkers, or Seventh-Day Baptists, at Ephrata, which had been founded in 1732–33 by Conrad Beissel. The Wissahickon house was inhabited for about a year by Alexander Mack, Henry Hoecker, John Reissman, and another brother, who, in the "Chronicon Ephratense," published in 1786, records these facts, but does not give his own name. It ceased to be used by the brethren almost entirely in March, 1739. Thirteen years afterward Joseph Gorgas bought ground on the Wissahickon, where he erected a three-story stone house, which is now called the Monastery. He lived there until 1761. It is a matter of tradition, but by no means of proof, that Gorgas and others of the Seventh-Day Baptists resided at this house for purposes of seclusion and religious meditation. Legend says that the attire of the monks was like that of the Catholic Capuchins, or White Friars,—a short trousers and vest, with a long white gown and cowl of woolen webbing in winter and of linen in summer. The same traditions say that there was a place near the Monastery, below the county bridge, where the monks administered the rite of baptism. Gorgas sold the house and lot to Edward Milner in 1761, and although since called the Monastery, it has not been used for monkish purposes.

Works of Art and Decorations in Fairmount Park.—The Nymph and the Swan, called also Leda and the Swan, wooden statue, with fountain cut by William Rush, sculptor, and originally erected in the Centre Square in front of the reservoir; removed to Fairmount and placed on the rocks of the forebay after the Centre Square reservoir-house was abandoned by the Water Department, about 1828.

The same figures in bronze were moulded from the wooden statue, and placed in the centre of the large fountain near Callowhill Street. The casting was made and placed in position while Frederick Graff, the second, was chief engineer of the water-works.

Figure of a boy riding a dolphin, an ornamental *jet d'eau* at fountain north side of park entrance, at Green and Twenty-fifth Streets. These figures were originally placed in the fountain near the Callowhill Street entrance, but were removed when the bronze statue fountain of Leda and the Swan was placed there.

Diana, a marble statue, placed over the drinking fountain near the eastern part of the forebay by the watering committee about 1830–31.

Reclining figures, "The Schuylkill in an improved state," male; and "the Schuylkill in chains," female, in wood, over the entrances to the wheel-houses, by William Rush, sculptor.

Justice and Wisdom, mask, full-length statues in wood, by Rush; carved for the decoration of triumphal arch in front of the State-House on the occasion of the reception of Gen. Lafayette, in 1824; transferred to the Assembly room, which replaced the old engine room of the water-works some years afterward.

Memorial bust of Frederick Graff, first engineer of the works, and canopy; erected in the garden south of the forebay by City Councils about 1847–48.

The first fountain, so called, stands upon the side of the road on the west side of the Wissahickon, half a mile below the Indian Rock Hotel. It is claimed that this is the first drinking fountain erected in the county of Philadelphia outside of the Fairmount Water-Works. A clear, cold, mountain spring is carried by a spout, covered with a lion's head, from a niche in a granite front, with pilasters and pediment into a marble basin. The construction bears the date 1854, and it was the gift of John Cook, a gentleman residing near the Wissahickon. Upon a slab above the niche are cut the words "Pro bono publico;" beneath the basin these, "Esto perpetua."

Tedyuscung is fancifully said to be represented by the wooden figure of an Indian, which is placed on the top of a lofty precipice called Indian Rock, situate on the east bank of the Wissahickon, a short distance beyond the Indian Rock Hotel.

William Penn, statue of Indiana marble, made by Ezekiel, sculptor of the group "Religious Liberty;" placed on "Mom Rinkle's Rock," Wissahickon; presented by Hon. John Welsh, park commissioner.

Monument statue in bronze to the memory of Alexander von Humboldt, presented by the German Society of Philadelphia and citizens; situate on the knoll overlooking the bridge at the southeast corner of Girard Avenue and the upper drive from Lemon Hill; corner-stone laid Sept. 13, 1869; dedicated in 1871.

Fountain, marble, copy of the fountain in the Villa Borghesi; presented by Robert H. Gratz in 1871; placed in the Park Art Gallery, and now at Memorial Hall.

Pegasus led by Calliope, and Pegasus and Clio, two

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groups in bronze, heroic size; purchased by Robert H. Gratz and others, and presented to the park in 1872; originally set up near the park offices north of the Reading Railroad bridge, near Belmont; in 1876 removed and set upon pedestals at the approaches to Memorial Hall. These statues were formerly part of the decorations of the Grand Academy of Vienna.

Iron fountain and canopy at mineral spring, Lemon Hill; placed in position in 1871.

Marble drinking fountain on the walk leading northward from the Lincoln Monument, at the southeast corner of Lemon Hill.

Fountain *jets d'eau* and fish-pond, formerly belonging to Lemon Hill, in front of the ascent to the terraces nearly opposite Brown Street, and on the east side of Lemon Hill Mansion.

Iron drinking-fountain, main pedestrian walk, north of fountain and fish-pond, East Park.

Iron drinking-fountain at Sedgeley, placed in 1871.

Iron drinking-fountain, Elm Tree, near the Humbolt Monument; placed in 1871; cast in Philadelphia.

"Night," bronze statue, presented to Fairmount Park Art Association by Edwin N. Benson; set up at George's Hill, 1872.

Group in bronze, two Hudson Bay gray wolves quarreling over the carcass of a deer; by Edwin Kemeys; cast in Philadelphia; presented by Fairmount Park Art Association; set up in 1872 at Ferndale Pool, West

FOUNTAIN AND STAND-PIPE.

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Park; in 1876 removed to the east side of the Lansdowne drive, West Park, north of connecting railroad bridge.[1]

Marble Statue, "Il Penseroso," by Mosier; presented by Fairmount Park Art Association in 1874; placed in the Temporary Art Gallery at Horticultural Hall.

"The Ambuscade," oil painting; figures by Baronet Wappers.

"Landscape," by Koekkock; presented by N. A. Jennings to Fairmount Park Art Association in 1874; placed in Temporary Art Gallery.

"Chalk and his friends," oil painting of dogs, by Newbold H. Trotter; presented by artist to Fairmount Park Art Association in 1874; placed in Temporary Art Gallery.

Bronze group, "The Dying Lioness," by Professor Wilhelm Wolf, of Berlin; cast by Müller, in Munich, Germany; syenite pedestal furnished by Müller; presented by Fairmount Park Art Association, 1876; cost, $4424.72; exhibited near Memorial Hall during Centennial Exposition; set up afterward in the Girard Avenue concourse, in the north front of Zoological Gardens.

Grand Fountain, platforms, and sub-fountains, marble; erected by Catholic Total Abstinence Societies of Philadelphia, 1876; central statue, "Moses," secondary statues, Bishop John Carroll, of Baltimore; Commodore John Barry, of the Revolutionary navy; Father Theobald Mathew, Irish Apostle of Temperance; and Charles Carroll of Carrollton; figures of colossal size; erected in 1876.[1]

Christopher Columbus, statue, marble, heroic size, erected in 1875 by the Columbus Monument Association of Philadelphia.[1]

Statue, in bronze, of the Rev. Dr. John Witherspoon, member of the Continental Congress; modeled by J. A. Bailly, of Philadelphia; cast by Robert Wood & Co.; presented by the Presbytery of Philadelphia, and erected northeast of Memorial Hall.[1]

"Religious Liberty," statue group, in marble, artist Ezekiel; presented by the Hebrew Society B'nai B'rith; originally set up in 1876 at the head of the Sunken Garden extending from Horticultural Hall to the Belmont road; afterward removed to the circle east side of Horticultural Hall.[1]

Pompeian Museum, in the old Art Gallery in the park, near the Green Street entrance; representations by Signor Giacomo Luzzati, of Naples, showing the remains of the fora, temples, theatres, houses, and streets of Pompeii as they now appear, including thirteen views, ten restorations of noted edifices, and ten scenes illustrative of Pompeian life and manners, including festivals, sacrifices, law trials, gladiatorial combats, funerals, etc.; purchased by John Welsh, park commissioner, and presented to the park in 1878.

[1] See "Monuments," etc., p. 1872 *et seq.*

Two spray fountains, after those in the Champs Elysée; cast in Paris, at the foundry of Val D'Osne; southeast corner of plot of ground near Lincoln monument.

Three of the same fountains in a trefoil-cluster, northeast of the Lincoln monument; presented by the Fairmount Park Art Association, 1877.

Colossal statue of Diana Borghesi, terra-cotta; exhibited at the Centennial Exhibition by H. Doulton & Co., of London; presented to Fairmount Park Art Association, 1876; now placed in Horticultural Hall.

Tam O'Shanter, Sutor Johnny, the landlord, and landlady, four figures in red sandstone, cut by the Scotch artist, James Thom, before the year 1837; transferred to Fairmount Park Art Association, and set up under a rustic shelter on the River drive, southeast of Turtle Rock, in 1877.

Drinking fountain, granite, presented to Fairmount Park Art Association by Mrs. R. D. Wood; set up in 1878 on the Wissahickon.

Trophy of buff, terra cotta and faience, with ornaments; presented by H. Doulton & Co., of London, to Fairmount Park Art Association; set up in Memorial Hall.

Horse-trough, of Italian marble, presented by Clarence S. Kates to Fairmount Park Art Association, and set up, in 1879, on the Wissahickon drive, near the Old Log Cabin.

Grand fountain, twenty-five feet high, bronze, with full-size life figures; purchased in France by Fairmount Park Art Association; cost, $8650.11; and set up in East Park, near the Dauphin Street entrance, in 1880.

Fountain, bronze; set up under will of A. F. Ott Montrose in West Park.

Bronze statue of Morton McMichael, the president of the Park Commission; presented by citizens; set up on the east side of drive from Lemon Hill to Girard Avenue bridge; set up in 1882.[1]

The boat clubs on the Schuylkill are supplied with a considerable number of barges, shells, sculls, and other craft. In fine weather, especially in the afternoons, the boats can be seen anywhere between Fairmount and the Falls of Schuylkill, and the efforts of the rowers give animation to the scene. The earliest rowing clubs that came upon the river were the Blue Devil and Imp Barge Clubs, which were organized about 1833. The Imp had a long black boat, with a broad red stripe. The rowers were dressed in dark trowsers, with a red shirt and cap. The "Blue Devil" was a black boat, with a broad gold stripe. The crew was dressed in dark trowsers, sky-blue shirt and cap, faced with white. These clubs were soon joined by others, so that in the course of two years there were a sufficient number of boats on the river to justify an attempt to get up a regatta. This took place on the 12th of November, 1835. The second-class boats were four oars,—the "Ariel," the "Nymph," the "Dol-

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phin," and the "Neptune." They rowed the first race for a silver cup, which was won by the "Ariel." The first-class boats were seven,—"Imp," "Blue Devil," "Cleopatra," "Falcon," "Sylph," "Metamora," and "Aurora." These were eight-oared boats. The distance which was rowed is not given in the very full report of the first regatta, which was published at the time. The "Cleopatra" won the race in twenty minutes. The "Blue Devil" was fourth, and the "Imp" was seventh and last. These two had previously had a race on their own account, in order to prove which was best, on the 14th of September, which may be memorable as the first boat-race on the Schuylkill. Their course was straight to a point opposite Belmont, and was computed to be from Fairmount nearly three miles. The race was won by the "Imp" in eleven minutes. After 1835 there were various clubs which came upon the river, which flourished and which faded. The boat-houses were at the beginning simple, plain buildings, of brick, along the shore of the Schuylkill, at Landing Avenue, and above as far as the foot of Lemon Hill. After the latter was purchased by the city the boat-houses were extended along the bank. The Park Commissioners wisely considered that these clubs should be encouraged. Long experience upon the Schuylkill showed that their members were bright, active, young men, whose conduct had always been decorous and unobjectionable. Permission was given to them to erect larger and better houses than they had yet possessed, and conveniences were granted. The only thing required was that the buildings should be architecturally neat and attractive, and under that arrangement some handsome structures have been erected by the clubs, which add to the attraction of the park and the neighborhood. The following are the boat-houses, in 1883, extending along the east bank of the Schuylkill from Fairmount up to Turtle Rock:

The Public Boat-House is a large building erected by the Park Commissioners in 1881, as a place where boats could be kept on hire. It is not a club-house, but is managed by a person to whom the lease is given by the commissioners.

The first boat-house going west is occupied by the Fairmount Rowing Association, a comparatively new club of 1883, and the Quaker City Barge Club, organized Oct. 20, 1858. The house is of stone, fifty-six feet long, thirty-five feet wide, and divided into two compartments, for the separate accommodation of each club. It was built in 1860.

The second house is of stone, fifty by forty feet, two stories high, with a mansard roof, and is occupied by the Pennsylvania Barge Club, which was organized June 4, 1861, as the Atlantic Barge Club, and afterward changed its name, and the Crescent Boat Club, instituted Sept. 1, 1867.

Bachelors' Barge Club, the third house, brown stone, Gothic, two stories in height, is in possession of the Bachelors' Barge Club, organized July 4, 1853.

The fourth house is occupied by the University Barge Club, organized by classmen of the University of Pennsylvania April 25, 1854, and by the Philadelphia Barge Club, instituted Dec. 8, 1862. Dimensions, forty-two by fifty-seven feet; material, West Chester green stone. The house has a mansard roof.

The fifth building is occupied by the Malta Boat Club, organized February, 1860, and the Vesper Boat Club, organized Feb. 22, 1865. It is of stone and ornamental.

The sixth boat-house is in tenancy of the College Boat Club of the University of Pennsylvania and the West Philadelphia Boat Club.

The Undine Barge Club, organized May 9, 1856, occupied the seventh, which is the largest and most costly boat-house in the Park. It was finished in 1883. It is of brown stone. This club occupied for many years the lower portion of the house of the Skating Club. The Skating Club house is the last in the row. The club was instituted Jan. 4, 1850, and incorporated Feb. 28, 1861. It is forty feet front by sixty feet deep, two stories in height, built of gray stone, and in the Italian style of architecture.

The Schuylkill navy was organized in 1858, and numbered eleven clubs,—Bachelors', University, Keystone, Camilla, Independent, Undine, Neptune, Chebucto, Quaker City, Dauntless, and Excelsior,—some of which no longer exist. Annual regattas are given by this combination. The majority of clubs on the Schuylkill River belong to the navy, but there are two or three that do not. The ten clubs of the Schuylkill navy in 1875 owned sixty-seven boats, and the three clubs which were not attached to it owned seventeen boats.

The Undine Club has an up-river house for receptions and calls, which they have named Ringstetten, after the castle on the Rhine of Sir Rupert, whose fascination by Undine is related in the story of La Motte Fouque.

The Bachelors' Club also has a house of reception on the west side of the Schuylkill, near the Falls.

The old Fishing Company, established in the year 1732, and called the Colony [afterwards the State] in Schuylkill, had its "castle" for many years on the west side of the Schuylkill, near Egglesfield, and within the present park bounds. When the dam was built across the river at Fairmount it was necessary, so it was thought, to remove the Fish-House from its ancient domain. The materials of the building were floated down the Schuylkill upon scows, as far as Rambo's Rock, below Gray's Ferry, and re-erected, and there the society has since remained. The inroads on the banks of the river by the opening of streets, the erection of dwelling-houses and factories, the manufacture of gas above and below the Fish-House, and the petroleum trade which is concentrated in the immediate neighborhood, rendered fishing an impossibility in the neighborhood of the castle of the State in Schuylkill long ago. It became evident some

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years since that the company would be driven out of their old domain. Having been ancient denizens of the park, the citizens of the State were anxious to come back again. Application was made to the commissioners of Fairmount Park. They granted to the company the use of a piece of ground near the mouth of the Wissahickon, not far from the Germantown and Norristown Railroad bridge. They have built here a small house, which they occupy as a sort of a sub-station. When they are at length forced out of their ancient territory they will come here and enlarge their mansion, and use it in the way to which they have been accustomed, during the fishing seasons, for more than one hundred and fifty years. For this, be it understood, is the oldest social club in Philadelphia, and for the matter of that the oldest social club in the world.

In 1878 the Park Commissioners reported the following statistics: "The greatest length of the park, measured from Green Street entrance to Thorp's Lane (on the Wissahickon at Chestnut Hill), is 10.89 miles. The greatest breadth of the park is from Ridge Avenue to George's Run, a distance of two miles."

The following areas have been calculated by the engineer of construction:

	Acres.
Area of the Old Park	117
" " East Park	510
" " West Park	1242
" " Wissahickon	416
Extent of water-surface of the Schuylkill River within the limits of the park	373
Area of the the park proper	2658
" outlying lots paid for out of park loan	143 3/10
Total area	2701 3/10

Girard Avenue bridge, connecting the East with the West Park, is 1000 feet in length, 100 feet in width, and 55 feet above low-water mark.

Total length of the footwalks in Fairmount Park in 1878, 34.27 miles; total length of carriage-drives, 30.46 miles; total length of bridle-paths, 7.82 miles; length of park boundary, 22.59 miles.

TABLE OF DISTANCES.

FROM FAIRMOUNT (GREEN STREET ENTRANCE), ON THE EAST BANK OF THE RIVER, TO CHESTNUT HILL.

	Miles.	Miles.
To Girard Avenue bridge	1	
" the Falls	3½	4½
" the Wissahickon	1	5½
" Maple Spring Hotel	1¼	6¾
" the Pipe bridge	3	9¾
" Valley Green	¾	10½
" First Fountain	½	11
" Indian Rock	½	11½
" Thorp's Mill road, running to Chestnut Hill (end of park)	1¼	12¾

TO THE WEST PARK FROM FAIRMOUNT (GREEN STREET ENTRANCE).

	Miles.	Miles.
To Girard Avenue bridge	1	
" Lansdowne entrance	¼	1¼
" Lansdowne	1	2¼
" Belmont	1	3¼
" Chamounix	1	4¼

From Green Street to George's Hill, via Belmont	4½
" " " " " and Chamounix	5¾
" Green Street to the Falls of Schuylkill, via the River road, West Park	4½
" Green Street to Wissahickon, via the River road	5½
" " " " " George's Hill	7½
" " " the Falls, " " "	6½

RIVER DISTANCES.

	Miles.	Feet.
From Turtle Rock to Girard Avenue bridge		2060
" Turtle Rock to the rock just beyond Connecting Railroad bridge, west bank	½	
" Turtle Rock to Columbia bridge	1	1400
" Turtle Rock to the middle of Peters Island	1½	
" Turtle Rock to Laurel Hill Landing	2	2300
" " " Falls bridge	2	4600

National course for row-boats, from Columbia bridge north, 1½ miles straight away.

PUBLIC MONUMENTS.

The first proposition for the erection of a public monument in Philadelphia was made by the Society of the Cincinnati of Pennsylvania in 1811. On the 4th of July of that year the following was unanimously adopted:

"*Resolved*, That a committee of this society be appointed to prepare a plan for raising by subscription such a sum of money as they shall deem sufficient for the purpose of erecting a monument to the memory of the late father of his country, Gen. George Washington; that the plan, when prepared, shall be submitted to the standing committee, and, when approved by them, should be carried into effect; that Major [David] Lenox, Judge [Richard] Peters, Major [William] Jackson, Mr. [Charles] Biddle, and Mr. [Horace] Binney be a committee for the above purpose."

An address was issued soon afterward to the people of Pennsylvania requesting subscriptions, by which it was hoped enough money would be obtained before the 4th of July, 1812, to authorize the commencement of the monument. This expectation was not realized. Subscriptions were small, but they were faithfully invested, and accumulations added. On the visit of Lafayette in 1824 the popular enthusiasm caused by the presence of the hero, and a revived interest in the events of the Revolutionary period, produced a popular movement in favor of the erection of a monument to the memory of Washington. Public meetings were held, and such was the confidence of success that it was proposed and agreed that the corner-stone should be laid by Lafayette before he left the country. The response by contributions was by no means equal to the hopes of citizens who promoted the plan. The fund collected was not sufficient to justify action, and it was held by the officers in trust for the purposes intended. In 1832 the centennial celebration of the birth of George Washington again stimulated the monumental feeling. Other meetings were held and subscriptions made, and on February 22d the corner-stone of the intended monument was laid in Washington Square. But the contributions turned out to be insufficient. In 1882 the Society of the Cincinnati was granted, by decree of the Court of Common Pleas, the citizens' monument funds of 1824 and 1832, amounting by accumulation to about fifty thousand dollars. This, added to the Cincinnati fund, which had been carefully increased to one hundred and thirty thousand dollars, gave to the society the command of one hundred and eighty thousand dollars, and upon this capital it was resolved to obtain plans and authorize the construction of a monument. The design of Soemmering, a Belgian artist, was adopted, and work upon the statues and decorations commenced

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in Brussels, the supposition being that the monument will be placed in Fairmount Park.[1]

Penn Treaty Monument.—The first public monument erected in Philadelphia was prepared and dedicated by the Penn Society, an association of citizens embodied for the commemoration of historical subjects connected with the history of Pennsylvania. In 1827 this association obtained the right of placing a small marble monument on an inclosure of ground on Beach Street, Kensington, near where the great elm, supposed to have sheltered William Penn in a treaty with the Indians, had stood. The monument is a simple block of marble, placed upon a marble base. It is about three feet high, in the shape of a truncated pyramid, sloping from the base. The expectation of the society was that a much larger monument would be erected in time, but it was never able to do this, and the little memorial still remains, strangely out of place, it might seem, among the hurry and bustle of the neighborhood. The inscriptions on the stone are as follows:

On the North.

"Treaty Ground
of
William Penn
and the
Indian natives
1682.
Unbroken Faith."

On the South.

"William Penn,
born 1644,
died 1718."

On the East.

"Pennsylvania,
founded 1681,
by
Deeds of Peace."

On the West.

"Placed by the
Penn Society
A.D. 1827
to mark the site
of the great elm-tree."

Washington and Lafayette.—Monument Cemetery, on Broad Street, north of Montgomery Avenue, was originally laid out under the name of "Père La Chaise," after the name of the celebrated cemetery near Paris. Shortly afterward the managers determined to erect a conspicuous monument to the memory of Washington and Lafayette, and in allusion to that fact changed the name of the ground to Monument Cemetery. Many years rolled by before the plan was carried out. The monument to Washington and Lafayette was dedicated May 29, 1869.

An ambitious effort to make this monument symbolic has been manifested. The pedestal contains seventy-seven and a half square yards, and is intended to indicate the seventy-seven years and five months of Lafayette's life. From the top of the pedestal to the apex of the monument is sixty-seven feet ten inches, corresponding with the years and months of Washington's life. Immediately above the pedestal are thirteen steps or stages, representing the original number of States in the Union; thirty-two vertical grooves in the sub-shaft (eight on each side) represent the number of States in the Union when the monument was erected. The inscriptions on the north and south faces are upon bronze tablets, beneath profile medallion likenesses of the two heroes. They are as follows:

"Washington,
First in war, First in peace,
and
First in the Hearts of his Countrymen.
As a Warrior,
He served refusing pay, and led in the achievement of our Independence.
As a statesman and Law Giver,
His guiding wisdom assisted in framing the Constitutional Law.
As first president of the U.S.,
He Governed with firmness and moderation.
As a patriot, he bequeathed his bright example and
Earnest counsel and immortal legacy to his country.
As a man, his character stood superior in its grand
Equipoise of noblest Qualities.
Modest as great, prudent as wise,
He gave the best years of his life to the public weal, and
Died in Voluntary Retirement,
The Brightest Star in the constellation of the great men
Of all times."

The other inscription is as follows:

"Gilbert Motier De Lafayette,
Benefactor of two Hemispheres;
Born a Noble of France;
He served as a citizen soldier of American Liberty;
A cherished Friend of Washington,
By whose side he fought and Bled
In defence of the great principle
That the only legitimate Government
Is that which derives its authority from the Governed.
A patriot fearless and firm in days of Terror;
A man of unchanging Integrity under Changing Dynasties;
The Constant supporter of Constitutional Freedom;
Like Washington,
He died in voluntary Retirement,
Leaving a name that belongs to History,
The lesson of his life to future generations,
His most revered memory
To every American."

George Washington.—Statue monument, in marble, in front of Independence Hall, Chestnut Street, between Fifth and Sixth. This was erected by contributions of the children of the public schools of Philadelphia. The design is simple: a plain granite pedestal surmounted by the statue, which was cut by J. A. Bailly, sculptor. It was dedicated July 5, 1865. This is the finest statue of Washington in Philadelphia, and next to it in point of merit is the statue in wood in Independence Hall, by William Rush.

Gen. Hugh Mercer, of the Revolutionary Army.—The remains of this patriot, who was killed at the battle of Princeton, were originally interred in the ground of Christ Church, south of the building on

[1] See vol. i. p. 636.

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Second Street and immediately adjoining Church Alley. In 1840 the widening of Church Street rendered it necessary to cut away the graves near the wall. Among them were those of Maj.-Gen. Charles Lee and of Gen. Hugh Mercer. Gen. Lee's remains were reinterred near the original spot, between the first and second windows, east of the southwest door of the church. The St. Andrew's Society of Philadelphia determined that the remains of Gen. Hugh Mercer should be removed to Laurel Hill, where a monument was to be erected to his memory by the society. The ceremonies took place on the 26th of November, 1840, there being a military parade, and a fine oration at the First Presbyterian Church, Seventh and Locust Streets, delivered by William B. Reed. The reinterment took place at Laurel Hill, where there was erected a marble monument in the Roman style. It is surmounted by a funeral urn, and on the entablature a sword and scabbard are beautifully cut. Upon this monument are the following inscriptions:

On the East Front.

"Dedicated to the memory of General Hugh Mercer, who fell for the sacred cause of human liberty and American Independence in the battle of Princeton.

"He poured out his blood for a generous principle."

On the West Front.

"General Hugh Mercer, a physician of Fredericksburg, Va., was distinguished for his skill and learning, his gentleness and decision, his refinement and humanity, his elevated honor, and his devotion to the great cause of civil and religious liberty."

On the North Front.

"General Mercer, a native of Scotland, was an assistant surgeon in the battle of Culloden, and companion of Washington in the Indian wars of 1755 and 1756. He received a medal from the corporation of Philadelphia for his conduct and courage, in the expedition against the Indian settlement of Kittanning."

On the South Front.

"The St. Andrew's Society, of Philadelphia, offer this humble tribute to the memory of an illustrious Brother."

Charles Thomson, Secretary of the Continental Congress.—John Thomson, of Delaware, after the opening of Laurel Hill Cemetery, erected there a monument of a public character in memory of his uncle, the secretary of Congress. The remains of Charles Thomson were removed to the place selected near the bank of the river in 1838. The monument is a granite obelisk, and upon it was placed this inscription upon the principal tablet:

"This monument covers the remains of the Honorable Charles Thomson, the first, and long the confidential Secretary of the Continental Congress, and the Enlightened Benefactor of his Country in its day of peril and need.

"Born November, 1729. Died Aug. 16, 1824. Full of honors and of years.

"As a patriot his memorial and just honors are inscribed on the pages of his Country's History.

"As a Christian his piety was sincere and enduring.

"His Biblical learning was profound, as is shown in his translation of the Septuagint.

"As a man he was honored, loved and wept."

On the Opposite Side.

"Erected in memory of an honored uncle and benefactor, by his nephew, John Thomson, of Delaware.

"*Hic Jacet Homo. Veritatis et Gratiæ.*"

The remains of Hannah, wife of Charles Thomson, who died in 1807, and of Charles Thomson, born Jan. 17, 1793, died March 26, 1820, are also interred at the same place, as appears by the inscription.

John Witherspoon, D.D., LL.D.—West Fairmount Park; monument statue in bronze; sculptor, J. A. Bailly. This memorial, in honor of a patriot of the Revolution and a signer of the Declaration of Independence, was erected principally by the aid of subscriptions among members of the Presbyterian denomination. The cost was twenty-five thousand dollars. The figure is in the dress of the colonial times, over which is thrown a clergyman's gown or cloak adopted at Geneva. It is mounted on a pedestal of Quincy granite, and stands twenty-five feet high.

Roman Catholic Centennial Fountain.—This great combination of statuary groups has already been described[1] in another part of this work. We merely refer to it here as a proper place to state that it is a beautiful and costly monument. The statues are those of Moses, of colossal size; Commodore John Barry, of the Revolution; Archbishop John Carroll, of Baltimore; Charles Carroll of Carrollton, signer of the Declaration of Independence; and Father Theobald Mathew, the apostle of temperance. The fountain was erected by the Catholic Total Abstinence Societies, and cost fifty-two thousand dollars. The sculptor was Herman Kern.

Commodore Stephen Decatur, the elder, and Commodore Stephen Decatur, Jr.—In the yard of St. Peter's church are tombs of Commodore Stephen Decatur, the elder, of the Revolutionary navy, who died on the 14th of November, 1808, in the fifty-seventh year of his age. His son, Commodore Stephen Decatur, Jr., of the United States navy in the war of 1812, is commemorated by a splendid monument; a pure Ionic column, set upon a base, upon which is perched an American eagle, which was erected by private subscription long after his death. It bears the following inscription:

On the North Side.

"STEPHEN DECATUR.
born Jany 5th, 1779.
Entered the navy of the U.S.
As midshipman
April 30th, 1798,
Became Lieutenant
June 3d, 1799.
Made Captain
For Distinguished Merit,
Passing over the rank of Commander,
Feb. 16th, 1804.
Died
March 22nd, 1820."

On the East Side.

"Devoted to his Country
by a
patriot father,
he cherished in his heart,
And sustained by his
Intrepid actions the
Inspiring Sentiment,

[1] See vol. ii. p. 1485.

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"Our Country! right or wrong!"
A nation
Gave him in return
Its Applause and Gratitude."

On the South Side.

"The Gallant Officer
Whose prompt and Active Valor,
Always on the Watch,
Was guided by a Wisdom
And supported by a Firmness,
Which never tired:
Whose Exploits in Arms
Reflected
The daring fictions of
Romance and Chivalry."

On the West Side.

"A name
Brilliant from a Series of
Heroic Deeds
On the coast of Barbary,
And Illustrious
By Achievements Against
More disciplined Enemies:
The Pride of the Navy,
The Glory of the
Republic."

Maj. Levi Twiggs, of the United States army, who fell at the storming of Chapultepec, in Mexico, Sept. 13, 1847, and George Decatur Twiggs, his son, killed at the National Bridge, near Vera Cruz, in the same war. This monument, in North Laurel Hill Cemetery, was erected to the memory of father and son. It is a conspicuous ornament by its size and sculptured decorations. Above the pedestal rises a Roman battle-axe surrounded by a bundle of spears. The flag of the United States, in graceful folds, is thrown over these trophies. Beneath is the national shield and an anchor. The whole resting upon a cornice of tied fasces.

Christopher Columbus.—In 1876 the Italian citizens of Philadelphia erected a statue monument, in marble, representing the great Genoese navigator. It was of heroic size, a standing figure, the right hand resting on a globe and the left holding a chart. An anchor and rope at the foot of the figure is emblematic of the career of the great sailor. On the pedestal is the name of Columbus, with bas-reliefs representing the landing of Columbus on his discovery of the coast of America and the coats of arms of the United States and Italy. This handsome work stands on the west side of Belmont Avenue, facing the sunken gardens and Horticultural Hall.

Religious Liberty.—This is an allegorical group, representing Liberty protecting Religion. It was erected by the Jewish Society of B'Nai B'rith, and is a tribute by the people of the Jewish faith to the toleration which has always been extended to them in this country. A female figure in armor represents the Genius of Liberty. A mantle, fastened at the neck, falls from the left shoulder to the left foot. The right breast and arm are uncovered. On the armor is a breastplate, on which is wrought the shield of the United States. The Phrygian cap of liberty, bordered with thirteen stars, is on the head of the figure. In her left hand she holds the Constitution, supported by fasces. The other figure, at the right side, represents a youth, slightly draped, with upraised face. One hand is stretched to heaven, holding an urn, in which burns the sacred flame. At the base of the group an eagle is represented, its talons buried in a serpent, signifying the destruction of slavery. This beautiful monument stands upon a central plat opposite the east front of Horticultural Hall. The pedestal and statue stand twenty feet in height. The group in marble was executed in Rome by Ezekiel, an American sculptor.

Benjamin Franklin.—A statue in marble, life-size, of the patriot and philosopher, stands in Odd-Fellows' Cemetery, Islington Lane, in the centre of a lot belonging to the Franklin Lodge of Odd-Fellows. The sculptor was Battin.

Soldiers' Monument, in memory of American troopers, names unknown, massacred during the Revolutionary war by British soldiers, at Wood's barn, Roxborough, is placed in Leverington Cemetery, Ridge Avenue. This monument was erected by subscription, and dedicated by public ceremonies.

Soldiers' Monument, Scott Legion.—After the Mexican war the survivors of the regiments of Pennsylvania formed themselves into a body under the name of the Scott Legion. For the purpose of the interment of deceased members, they secured a large piece of ground in Glenwood Cemetery, on Ridge Avenue, at Islington Lane. Here they erected a fine memorial monument of marble, with proper inscriptions, upon which are recorded the names of the large numbers of the soldiers who lie in the grounds adjacent.

Soldiers' Monument.—Erected by the Light Artillery Corps, Washington Grays, to the memory of members of the company killed during the war of the Rebellion. It is situate on Broad Street, at its junction with Girard Avenue. This is a unique memorial of granite, which attracts attention by its peculiarity. Upon the base, which is of a triangular shape, is set a cannon, breech upward, which is surmounted by a bursting bomb. Other details are in the same military taste. The inscriptions are as follows:

At the Top.

"Artillery Corps,
Washington
Grays.
W. G."

On the West Side.

"Lieutenant-Colonels,
Thomas C. Martin,
Henry C. Whelan,
George W. Hawkins,
Thomas M. Hall.
Majors,
Joseph S. Chandler,
Andrew Cal Suplee."

At the Bottom.

"Our Fallen Companions,
1861 — 1865."

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On the Northeast Side.

"W. G.
Major George W. Wood.
Captains,
Charles P. Warner,
Charles L. Kneass,
Albert C. Walker,
Washington Airey."

At Bottom.

"19 April, 1872."

On the Southeast Side.

"W. G.
Lieutenants,
William J. Sill,
Godfrey M. Brinley,
Archibald H. Engle,
William K. Pollock,
Walter Scott,
William Bowen."

At the Bottom.

"Semi-Cent' Anniversary."

This monument has but three sides, the front facing west and the sides northeast and southeast.

Soldiers' Monument, mural tablet, University of Pennsylvania. This memorial of nineteen graduates of the University, who died in the service of their country during the war of the Rebellion, was placed in the chapel in 1879. The monument consists of tablets of black and red Tennessee marble, incased in a highly-decorated frame in the Gothic style. In the panels are military trophies in bronze, and the badges of different army corps are carved on the frame. The whole is surmounted by a beautiful carving of the American eagle, very well executed. The monument was designed by Professor Richards, architect of the University building, and was procured mainly through the efforts of Professor Jackson. In the upper portion there is a cross, and the Latin motto, "*Literæ sine, moribus, vana,*" of the University arms; in the lower a Greek verse, in praise of love of country; and in the middle the following inscription:

"Erected by their Brethren,
To the memory of
John Richter Jones, Class of '21.
Henry Jonathan Biddle, Class of '34.
Francis Engle Patterson, Class of '41.
Thomas S. Martin, Class of '42.
William Platt, Jr., Class of '46.
James St. Clair Morton, Class of '47.
Albert Owen Stille, Class of '48.
Charles Frederick Taggart, Class of '52.
Charles Izard Maclean, Class of '53.
Henry Courtland Whelan, Class of '53.
Daniel Penrole Backley, Class of '55.
James Hamilton Kuhn, Class of '57.
Charles Baker Richie, Class of '58.
John Haseltine Haddock, Class of '59.
George McClelland Bredin, Class of '60.
Francelius Gordon Dalton, Class of '60.
Archibald Hill Engle, Class of '60.
Robert Patterson Engles, Class of '60.
George William Powell, Class of '60.
Sons of the University
who died to uphold the laws of their Country in the
War of the Great Rebellion."

Soldiers' Monument in Cedar Hill Cemetery, Frankford, tasteful and appropriate in appearance. It was erected by citizens of Frankford in memory of residents of that part of the city who entered the service of the Union and fell upon the field of battle or died in hospitals or elsewhere from wounds received.

Soldiers' Monument at Germantown. This handsome memorial was dedicated on the 4th of July, 1883, and stands in the Market Square, opposite the house of Elliston Perot, which was occupied by the British Gen. Howe during the Revolution, and by President Washington in 1798, and also opposite the building occupied by the United States Treasury Department in 1793. The monument was erected through the exertions of Ellis Post, No. 6, G. A. R., in pursuance of the determination entered upon as early as April, 1881. The material is mainly of granite, and the height of the structure is thirty-five feet. The cost was eleven thousand six hundred dollars. There are four granite pillars at the corners, with panels of polished granite, and borderings of rough, unfinished stone bear the bronzes. The decorations and inscriptions are as follows:

On the North Side.

Arms of the United States in bronze, above which is the inscription "The United States of America," and beneath, "Liberty and Union, now and forever, one and inseparable."

On the East Side.

The arms of the city of Philadelphia in bronze. Above them, "Philadelphia the City of Brotherly Love." Beneath, "On earth peace and good will to men."

On the South Side.

The arms of Pennsylvania in bronze. "The Keystone State." Below, "Liberty without obedience is confusing, and obedience without liberty is slavery."

On the West Side.

A bronze plate in the shape of a Grand Army badge. Above, "Fraternity, Charity, Loyalty." Beneath, "Ellis Post, No. 6. They never fall who die in a good cause."

The summit of the pedestal is a capstone from the battle-field of Gettysburg, in which is set a box containing the names of one hundred and ninety-seven soldiers and sailors of Germantown who lost their lives during the civil war. Above is a granite figure, nine feet six inches high, of an infantry soldier at parade rest. The monument is surrounded by a railing made of musket-barrels captured during the civil war. The corners are four cannons taken from the British in the war of 1812. At each corner of the base of the monument is a mortar. Within the inclosure are broken cannon from the wreck of the British frigate "Augusta," which was burned and blown up on the Delaware, opposite Red Bank, in the Revolutionary war. Opposite is a pyramid of twenty-two cannon-balls from the same source, also a shell captured at Charleston in 1865.

John Fulton Reynolds.—An equestrian statue of this officer, who was killed at the battle of Gettysburg, in July, 1863, has been cast in bronze, and is to be

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erected on the north esplanade of the new City Hall, Broad and Filbert Streets.

Stephen Girard.—Sarcophagus and statue in vestibule at the entrance of the principal building of Girard College. Erected by the city of Philadelphia to the memory of Stephen Girard, and dedicated upon the removal of the remains of Mr. Girard from the Holy Trinity Roman Catholic Church, July 30, 1850, by a procession, and ceremonies by members of the Masonic Order. The statue is of fine Italian marble, by Gevelot, a French artist, and is a wonderfully faithful likeness of the man.

Frederick Graff, superintendent and chief engineer of the Philadelphia Water-Works from 1800 until his death, April 13, 1847, had been so faithful and efficient in his duty, that after his decease the Councils of the city resolved to erect a memorial in commemoration of his services near the scene of his faithful labors. The monument was placed in Fairmount, near the wheel-houses, and is in shape of a Gothic canopy, richly decorated, within which is a bust of Mr. Graff. The inscriptions are as follows:

On the West (Front).

"To the memory of
Frederick Graff,
who designed and erected the
Fairmount Water-Works."

On the East (Back).

"Erected by the
City Councils of
Philadelphia,
June 1, 1848."

William B. Schnider.—This gentleman was for many years Grand Tyler of the Grand Lodge of Pennsylvania, Free and Accepted Masons. After his death, some years ago, the Grand Lodge and Keystone Chapter, Royal Arch Masons, erected a monument to his memory in Mount Moriah Cemetery. It is peculiar in appearance, is of a triangular form, has upon it a fine alto-relief bust portrait of Mr. Schnider, and is appropriately embellished with sculptures of Masonic insignia.

Thomas Godfrey (inventor of the mariners' quadrant: Laurel Hill Cemetery).—The distinguished inventor of the mariners' quadrant, a citizen of Philadelphia, is remembered by the monument erected by the Mercantile Library Company of Philadelphia and several citizens in 1843. It is a plain cenotaph of marble in the obelisk form, about ten feet high. Near the top, on one side, is the figure of a ship in full sail. The inscription is appropriate, with the name, date, and particulars of Mr. Godfrey's wonderful invention and discovery.

Soldiers' Monument, Girard College.—This testimonial stands west of the main building, and was constructed by the alumni of the college to commemorate those graduates of the institution who fell in the civil war. Base of granite. A canopy of sandstone, sustained by four pillars at the corners, shelters a statue of a soldier at rest, in white marble. Inscriptions on marble tablets are as follows:

SOLDIERS' MONUMENT, GIRARD COLLEGE.

On the South Side.

"Erected A.D. 1869,
to perpetuate the memory and record the
Services
of the pupils of this College
who, in the then recent contest for the
preservation of the American Union,
Died
that their country might live.
Fortunati Omnes
Nulla dies Unonana memori vos eximet alvo."

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On the North Side.

"'Especially I desire
that by every proper means a pure attachment
to our Republican Institutions
shall be formed
and fostered
in the minds of the Scholars.'
Extract from the will of
STEPHEN GIRARD."

On the East Side.

"Robert Cornwall, Petersburg.
Joseph Riddle, Richmond.
Adam R. Patton, Newburn.
Edwin Merkle, Fort Darling.
Joseph T. Newell, Millen Prison.
James F. Miller, Libby Prison.
Philip A. W. Banks, George Tanner,
Hospital.
William H. Callan, Camp Brandywine."

On the West Side.

"Joseph W. Oswald, James D. Smith,
Charles Logan, George Ritter,
Robert Ruddock, John S. Tyler,
Antietam.
John B. Scheetz, Gettysburg.
John Bussinger, W. W. Bayne,
Chancellorsville.
James Neeson, Fredericksburg.
Andrew J. McIlravey, Fair Oaks.
James McNamee, Mechanicsburg.
Augustus D. Goodwin, Carnes Mills.
Samuel Lilley, Williamsburg."

Abraham Lincoln.—This statue, which stands in the East Park, near Lemon Hill, was erected by means of contributions made by the citizens of Philadelphia, a movement which began immediately after the assassination of the President. The figure is of bronze, in a sitting position, and is of colossal size, being nine feet six inches in height, and raised upon a granite pedestal, upon the upper part of which are emblems in bronze. Four eagles in bronze are at the corners beneath. The statue was modeled in Rome by Randolph Rogers, and was cast at Munich. The cost was thirty-three thousand dollars, and it was unveiled Sept. 22, 1870, the anniversary of the proclamation of emancipation.

On the South Side.

"To
ABRAHAM LINCOLN
from a grateful people."

On the North Side.

"Let us here highly resolve
That the government of the people
By the people
And for the people
Shall not perish from the Earth."

On the East Side.

"I do order and declare that all persons held as slaves within the States in Rebellion are and henceforth shall be free."

On the West Side.

"With malice toward none,
With charity toward all,
With firmness in the right as God gives us to see the right,
Let us finish the work we are in."

David M. Lyle, chief engineer of the fire department for some years, was very popular among the firemen of the city. After his death they erected to his memory, by subscription, a fine full-length statue of himself in fireman's costume. It was publicly dedicated by a procession and appropriate ceremonies, and placed in Old Oaks Cemetery, whence it was subsequently removed.

Frederick Von Humboldt.—Statue monument in bronze stands upon a bluff in the East Fairmount Park, facing the entrance to Girard Avenue bridge. It was erected by German citizens of Philadelphia in memory of the great German scientist and philosopher.

John Fitch (inventor of the steamboat).—John F. Watson, the annalist, took great interest in the story of the unfortunate John Fitch, the inventor of the steamboat. His original intention was to procure the removal of the remains of the unlucky genius from Bardstown, Ky., where they had been interred, to Laurel Hill Cemetery; but being disappointed in this expectation, he was instrumental in procuring the erection of a plain marble monument to his memory at Laurel Hill. It is in the eastern part of the ground, and not far from the Godfrey monument.

Yellow Fever Monument (North Laurel Hill).—A fine marble monument, with proper inscriptions, erected by citizens of Philadelphia, in 1859, in memory of men and women citizens who volunteered to nurse the sick during the yellow fever at Norfolk, Va., and died by the infection taken during the course of the performance of their service. It is inscribed, "In memory of the Doctors, Druggists, and Nurses who volunteered to aid the sufferers by the yellow fever at Norfolk and Portsmouth, Va., and died in the discharge of their duties."

William Young Burch and Julius R. Friedlander.—Mr. Burch was a bookseller and a man of wealth, who was active and generous in the establishment of the Pennsylvania Institution for the Care of the Blind. Mr. Friedlander was the founder of the institution, and the first teacher of sightless unfortunates. Their associates of the institution erected these monuments to their memory in Laurel Hill.

Philadelphia Fireman.—Life-size statue in marble, figure in the fireman's costume, cut by Battin, is in Odd-Fellows' Cemetery, and a decoration of a burial-lot belonging to a volunteer fire company.

Morton McMichael.—This public-spirited citizen was identified with every public movement that could be of advantage to his native city during a space of fifty years; an eloquent orator, a chaste and elegant writer, and a steadfast friend. He was well known for his genial sentiment, wit, and amiability of disposition. After his death his friends erected to his memory a statue in bronze in East Fairmount Park, representing him in the sitting posture. It is an excellent likeness and an easy and graceful figure. Upon the pedestal are the following inscriptions:

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On the East (Front).

"MORTON MCMICHAEL."

On the West.

"High Sheriff of the
County of Philadelphia
From the year 1843 until the year 1845.

"Mayor of the
City of Philadelphia
From the year 1866 until the year 1869.

"President of the
Fairmount Park Commission
From its organization June 3, 1867,
Until the day of his death."

On the North.

"An
Honored and beloved
Citizen
of
Philadelphia."

On the South.

"In commemoration of the
Civic services and private
Virtues of
Morton McMichael
This monument is erected
By his fellow citizens
A.D. MDCCCLXXXII."[1]

Benjamin Franklin.—The remains of the illustrious patriot were interred in Christ Church burying-ground, near the northwest corner of the inclosure. The vestry of Christ Church some years ago took down a section of the wall immediately adjoining the grave, and the tombstone can be seen from the street. It is of the plainest and most simple character. A flat stone covers the grave, and it was fashioned according to his own request in his will, in which he said,—

"I wish to be buried by the side of my wife, if it may be, and that a marble stone, to be made by Chambers, 6 feet long, 4 feet wide, plain, with only a small moulding around the upper edge, and this inscription:

BENJAMIN
AND
DEBORAH } FRANKLIN.
178–."

This was copied upon the slab, the date being made 1790.

It appears from the records of Christ Church that Deborah Franklin was buried there Dec. 22, 1774, and Benjamin Franklin on the 17th of April, 1790. At the head of the Franklin tomb stand two dilapidated tombstones, one with the name "Francis F., son of Benjamin and Deborah Franklin, deceased Nov. 21st, 1736, aged 4 years, 1 month, and 4 days;" also one "in memory of John Read," the father of Mrs. Franklin, who died Sept. 2, 1724, aged forty-seven years. Some years ago, in digging up some of the graves in the churchyard, a tombstone was discovered which contained the name of Dennis Franklin, a child who died at an early age. Near the tomb of Dr. Franklin, immediately adjoining, is that of his daughter, with this inscription:

"RICHARD
AND
SARAH } BACHE.
1811."

The lady was the daughter of Benjamin and Deborah Franklin.

Monuments in Christ Church Burying-Ground.—In Christ Church Burying-Ground will also be found monuments and tombs in memory of distinguished men, erected usually by their families, which may be worthy of notice. Among them are the following:

"John Andrews, D.D., late Provost of the University of Penna., born April 21st, 1746; died March 29th, 1813.

"Commodore William Bainbridge, of the U. S. Navy, born in Princeton, New Jersey, May 7th, 1774; died in Phila. 28th of July, 1833. *Patria victisque Laudatis.*"

"Benjamin Smith Barton, M.D., Prof. in the Univ. of Penna., died Dec. 19th, 1815, in the 49th year of his age."

"Philip Benezet, merchant, died Oct. 13th, 1791, aged 60 years."

"Charles Biddle, Vice-President of Penna., died —, 1721."

"Dr. Phineas Bond, one of the founders of the Penna. Hospital, died June 11th, 1773, aged 56 years."

"Dr. Thomas Bond, also a founder of the Hospital, who practiced Physic and Surgery with signal reputation and success nearly half a century. Lamented and beloved by many. Respected and esteemed by all, and adorned by literary honors sustained by him with dignity. He departed this life March 26th, 1784, aged 72 years."

"Samuel F. Bradford, Printer and publisher, died April 8th, 1837, aged 61 years."

"Edward Burd, Prothonotary of the Supreme Court, died July 24th, 1833, in the 84th year of his age."

"Matthew Clarkson, Alderman and Mayor, died Oct. 5th, 1800, in the 67th year of his age."

"Commodore Richard Dale, of the Revolutionary Navy, born Nov. 6th, 1756; died Feb. 24, 1826. An honest man, an Incorruptible patriot, in all his relations a Christian without Guile. He departed this life in the triumph and hope well founded, and of that Blessedness which await all who like him die in the Lord."

"John Dunlap, Printer and Publisher, died Nov. 27th, 1812, aged 66 years."

"Michael Hillegas, Treasurer of the U. S. during the Revolution, died Sept. 29th, 1804, in the 76th year of his age."

"Major Wm. Jackson, Secretary of Presd. Washington, born March 9th, 1759, died Dec. 17th, 1828."

"Elizabeth Willing Jackson, his wife, born March 27th, 1768, died Aug. 5th, 1858."

"Dr. John Kearsley, Architect of Christ Church, and founder of Christ Church Hospital, died Jany 11th, 1772, aged 88 years."

"Thomas Lawrence, An eminent Merchant, A faithful Counsellor, An active Magistrate of Penna., whose private virtues endeared him to his friends; whose publick conduct gained him respect and esteem. Expecting everlasting life he ended this, during his 9th Mayoralty of this City, the 25th day of April, MDCCLIIII., Aged 64 years."

"John Patterson, A native of Ireland, Formerly an Officer in the British Army, and at the period of the Revolution Collector of Customs in the port of Phila., died Feby —, 1798, aged — years."

"Chandler Price, Merchant, died Dec. 27th, 1827, aged 62 years."

"Dr. Benjamin Rush, signer of the Declaration of Independence, died Apl 9th, 1813, aged 68 years. 'Well done good and faithful servant, enter thou into the joys of thy lord,' Matt. 25 c. 23 v."

"William Tilghman, LL.D., who departed this life 30th of April A. D. 1827. Invested with the Office of Chief Justice of Penna., in which for upwards of 20 years he imparted a lustre rarely equaled, never surpassed, ÆT. 71."

"Commodore Thomas Truxtun, of the Revolutionary Navy, died May 5, 1822, aged 67 years."

"Rev. Bird Wilson, LL.D., D.D., born at Carlisle, Penna., Jany 8th, 1777, died New York, Apl 14, 1859. Appointed Presd Judge to the Courts of Common Pleas in the 7th Dist. of Penna, A. D. 1802. Re-

[1] Morton McMichael died Jan. 6, 1879.

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signed after 17 years faithful service to enter into Holy Orders, Ordained Presbyter A. D. 1820, Rector of St. John's Church, Norristown, Elected Professor of Systematic Divinity in the Genl Theological Seminary Prot Episcopal Church, A. D. 1822, Resigned A. D. 1750."

In the yard attached to Christ Church building are many interesting tombs. Among them that of Dr. Thomas Graeme, died Sept. 4, 1772, aged eighty-four years,—

"The soul that lived within this crumbling dust
In every act was Eminently just,
Peaceful through Life. As peaceful, too, in Death.
Without one pang he rendered back his breath."

Near him lies his daughter, Lady Ann Keith, wife of Sir William Keith, who died July 31, A.D. 1740, aged sixty-five years; also near him Dr. Graeme's daughter, the celebrated Mrs. Elizabeth Ferguson, wife of Hugh Henry Ferguson, died 1801,—

"Eliza —— caused this stone to be laid
Waits with resignation and humble hope
For reunion with her friend
In a more perfect state of existence."

Rev. Dr. Alexander Murray, "Born in North Britain, educated in King's College, Aberdeen, departed this life Sept. 14, 1793, aged sixty-six.

"A truly honest man.
Reader who e'r thou art,
Strive to attain this character.

"A wit's a feather and a chief's a rod;
An honest man's the noblest work of God."

"Rev. John Waller James, rector of this church,—

"I know that my redeemer liveth."

The following inscription is upon a family vault:

"The Family Vault of William White
And Robert Morris; The latter of whom
Was financier of the United States
During the Revolution—died the 8th
May, 1806. Aged 73 years: The
former Rector of this Church & Bishop
Of the Diocese, died on the 17th of July, 1836,
Aged 88 years, 3 months, and 13 days."

Within the church are the following tombs:

Dr. Robert Jenney, rector, died Jan. 5, 1752, aged sixty-five years, and his wife, Joanna Elizabeth, who died six days after his burial, aged sixty-four years.

Rev. Richard Peters, D.D., rector of Christ Church and St. Peter's, died July 10, 1776.

The Hon. Richard Warsom, Esq., "One of His Majesty's Council of the Island of Barbadoes. Nature had been bountiful to him. His education was liberal. His principles in regard to Church and State Orthodox and Constitutional. In the relations of husband and father he was kind, tender, and truly affectionate. His mournful widow, in respectful testimony of his Conjugal, Paternal, and other Excellencies, dedicates this stone. Born in Barbadoes, A.D. 1701, died in Philadelphia, A.D. 1766, aged 65 years."

St. Peter's Churchyard.—On the outer eastern wall of St. Peter's Church, at Third and Pine Streets, are several tablets bearing inscriptions; among them are the following:

To the memory of the Rev. Robert Blackwell, D.D., one of the ministers of the United Churches from 1761 to 1811, born May 6, 1748; died February, 1831, aged 83 years.

Rev. Jacob Duché, formerly rector, died Jan. 3, 1798, aged 59 years, 11 months, and 3 days.

George Mifflin Dallas, Vice-President of the United States, born July 10, 1792; died Dec. 1, 1864.

Rev. James Abercrombie, D.D., long assistant minister of Christ Church and St. Peter's, died June 26, 1841, aged 83 years and 5 months.

Nicholas Biddle, scholar and financier, born Jan. 8, 1786; died Feb. 27, 1844.

Charles J. Biddle, his son, captain in the Mexican war, colonel of the Bucktail Regiment of Pennsylvania during the Civil war, died Oct. 1, 1873, aged 55 years.

Benjamin Chew, chief justice of Pennsylvania before the Revolution, died Jan. 20, 1810, aged 87 years and 10 days.

Alexander James Dallas, Secretary of State of the Treasury and of War under the United States Government, Attorney-General of Pennsylvania, died Jan. 16, 1817.

Joseph R. Ingersoll, lawyer and member of Congress, born June 14, 1786; died Feb. 20, 1868.

Dr. James Woodhouse, professor of Chemistry in University of Pennsylvania, died June 4, 1809, aged 39 years and 6 months.

Monuments in Laurel Hill Cemetery.—Beside the public monuments already noted, there are many memorials of eminent citizens erected by their families or friends which are worthy of mention. Jacob Ridgway, who, next to Stephen Girard, was, in his time, considered the richest citizen of Philadelphia, sleeps beneath an altar-tomb. A monument in memory of William Henry Drayton, member of the Continental Congress from South Carolina, who died Sept. 3, 1779, will attract attention. It is a single shaft of marble, having upon it the sculptured laurel wreath and the arms of South Carolina. Commodore Alexander Murray, of the United States navy, who died Oct. 26, 1821, aged sixty-six years. Commodore Isaac Hull, of the United States navy, of the war of 1812, hero in the fight between the frigates "Constitution" and "Guerriere," a splendid altar-tomb in the Roman style, with an effigy of an American eagle defending the American colors perched upon the centre. Commodore Hull died Feb. 13, 1843. Altar-tomb of Governor and Chief Justice Thomas McKean, of Pennsylvania, and president of the Continental Congress, died June 24, 1817. William Short, the United States minister to France, to Holland, and to Spain, the first officer appointed by President Washington. A pyramid of marble. Mr. Short died Dec. 14, 1849. Oscar Douglass, a Philadelphia fireman, who was killed by the falling of a wall while discharging his duty as a fireman in Market Street, above Third, Jan. 14, 1841. This monument was erected by the Philadelphia Fire Company and the Light Artillery Company, Washington Grays.

The number of clergymen buried in Laurel Hill is very great, and their graves are marked by tombs and monuments. Among them may be named the following: Rev. Albert Barnes, Rev. Henry A. Boardman, Rev. George Chandler, Rev. Joseph H. Jones, Presbyterians; Rev. J. B. Clemson, Rev. G. A. Durborrow, Rev. James H. Fowles, Rev. Kingston Goddard, Rev. Joseph H. Jones, Rev. James Wiltbank, Rev. John Gordon Maxwell, and Rt. Rev. Alonzo Potter, Episcopalians; Rev. John P. Durbin and Rev. Solomon Higgins, Methodists; Rev. Charles R. Demme, Lutheran; Rev. A. De Gillette, Baptist.

Frederick Graff, the originator and designer of the

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Fairmount Water-Works, who is commemorated by a Gothic canopy monument and bust at Fairmount, lies buried near the centre of Old Laurel Hill, and has an appropriate monument. Near the Schuylkill a winding path down the hill leads to a tomb cut in the solid rock, the entrance to which is by a massive Egyptian granite floorway. Above it trees rise from the surface soil. This rock-tomb is the burying-place of the Kane family. Within are the remains of Judge John K. Kane, of the United States District Court, died Feb. 21, 1858, aged sixty-three years, and his sons, Elisha Kent Kane, the Arctic explorer, died at Havana, Feb. 16, 1857, and Gen. Thomas Leiper Kane, of the Union army, died Dec. 26, 1883.

There are also many splendid memorials of eminent citizens. Among them may be mentioned the following: Commodore Stephen Decatur Lavalette, monument enriched with naval emblems; Joseph S. Lewis, altar-tomb, which is a fine bas-relief view of the Fairmount Water-Works, in the establishment of which Mr. Lewis, as a member of the watering committee of Councils, was largely instrumental. The Disston mausoleum is a large and very handsome marble building, conspicuous in appearance, and placed in a commanding situation.

Ferdinand Rudolph Hassler, a man of science, director of the United States coast survey from 1816 to 1832, is commemorated by a massive rock of rough marble, surmounted by a pedestal and urn, and situate near the banks of the Schuylkill. Near to it is a piece of work somewhat similar,—a rough block of marble, surmounted by a lyre and urn and tablet, to the memory of Joseph C. Neal, humorist and journalist and author.

A beautiful statue monument in white marble represents a woman clasping two babes in her arms. It is a portrait group executed by Henry Demchowski Saunders, a Polish sculptor, in memory of his wife and children.

The Swedes' Church burying-ground, on Delaware Avenue, is the oldest in the city, and dates from 1698. One of the most interesting memorials in this ground is the tombstone of Alexander Wilson, the ornithologist, which has an appropriate inscription.

West Laurel Hill.—This, the latest cemetery established in Philadelphia, has not yet attained the amount of monumental ornament to be met with in older grounds. The remains of Charles Brockden Brown, the first American novelist, lie under a plain stone, which marked the original place of his burial. Upon the highest circle in the inclosure lies the body of Col. Ulric Dahlgren, a gallant officer of the Union army, who was killed near Richmond, Va., March, 1864. It is intended to erect to his memory at this point a statue in bronze. The remains of Justice Grier, of the United States Supreme Court, lie upon the hill-side, with a costly monument. Thomas W. Evans, a merchant, is commemorated by a splendid shaft of Aberdeen granite.

Hood Cemetery (formerly the Lower Burying-Grounds, Germantown).—In this ground lie the bodies of Gen. James Agew and Col. Bird, of the British army, who were killed at the battle of Germantown. A plain stone was placed over their remains some years ago by John F. Watson. In this cemetery lie the remains of William Hood and his wife, in a vault prepared by himself, over which is the following inscription:

"Wm. Hood,
Born Philadelphia,
September 2nd, 1786,
Died, Paris,
January 18th, 1850."

"Eliza A. Hood,
Born August 18th, 1783,
Died August 15th, 1866."

Some of the stones in this ground are very old. The dates run back to 1700. In one of the vaults repose the remains of the Rev. Christian F. Post. The slab contains this inscription:

"In Memory of
Christian Frederick Post,
Missionary for Propagating the Gospel
Among the Indians
In the Western Country,
On the Ohio, at Labrador,
On the Muesqueto Shore,
In North America.
In the Gospel 45 years with
Distinguished zeal, prudence,
And ability,
He departed this life on the
First day of May, 1785,
Aged 75."

The modern gravestones are handsome. One of the finest covers the remains of Capt. John S. Jones, once of the merchant service, who died Aug. 10, 1855. It is an altar-tomb.

Mount Moriah.—In this ground, principally by removal from other burying-grounds, are the tombs of men of considerable distinction in their time. The Baptists have a portion of the cemetery for their own dead, and the following are some of the inscriptions:

"*First Baptist Church.*—In memory of Mr. Abel Morgan, Baptist minister, who departed this life Decr ye 16th, 1722, in ye 49th year of his age."

"The Rev. Mr. Jenkin Jones, late minister of the Baptist Church in this city, in which station he served 35 years. Died July 6, 1769."

"Rev. Henry Holcomb, D.D., ordained Sept. 11, 1785. He was an officer of the Army of the Revolution, and a member of the South Carolina Convention which approved the Federal Constitution. Died May 22nd, 1824."

"In memory of Rev. Morgan Edwards, A.M., pastor of the first Baptist Church of Phila. for 11 years. Died June 28th, 1795, aged 73 years."

"Rev. Thomas Ustick, A.M., who was upwards of 20 years minister of the first Baptist Church of Phila. Died April 18, 1803."

"Rev. Wm. Rogers, D.D., pastor of the first Baptist Church, ordained 1772. Died April 7, 1824. In memory of their affectionate remembrance of a faithful pastor and of his services the first Baptist Church have erected this monument to his endearing memory."

Other ministers lie in this cemetery, among them Rev. Thomas H. Stockton, Methodist Protestant, and Rev. Newton Heston, Methodist Episcopal divine.

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Commodore Jesse D. Elliott, of the United States navy, who died Dec. 10, 1845, is commemorated by a simple slab. Commodore Peter Turner lies near him. The lot of the National Guards contains a monument surmounted by the bronze figure of a soldier. When the cemetery attached to the United States Naval Asylum was abandoned, the remains of the seamen and officers were removed to Mount Moriah. There were four hundred and forty bodies, and each is marked by a separate gravestone. One of them is "to the memory of Thomas Johnson, who died July 12, 1851, aged one hundred years." Some of the family monuments are very handsome. That of John J. Jones, of West Philadelphia, has a colossal marble statue of "Time" upon a base of granite about twelve feet in height. Robert P. King, printer and publisher, who was the first president of the Cemetery Company, lies near a massive base of white marble surmounted by a marble cross. He died Sept. 27, 1868. Among the tombs of soldiers is that of Joseph C. Reynolds, private in Company D, Ninety-first Regiment Pennsylvania Volunteers; he has an altar tombstone, on the face of which are carved in relief a musket, knapsack, cartouch-box, and haversack. He died from wounds received at the battle of Spottsylvania Court-House, Va. Upon the tomb is the sentence:

"Mother, one of us ought to go,
Why not me?"

Other memorials are of Col. John W. Moore, of the Ninety-ninth and Two Hundred and Third Pennsylvania Volunteers, killed at the attack on Fort Fisher; Lieut.-Col. George W. Hawkins, Ninety-seventh Regiment Pennsylvania Volunteers, killed at Hatcher's Run, Oct. 28, 1864; Col. George C. Spear, killed May 3, 1863. A striking memorial is that erected by William Wheatley, the actor, in memory of the Gale sisters, who were burned to death by an accident at the Continental Theatre in 1861:

"In memory of the Gale sisters,
Ruth,
died Sept. 17th, 1861, aged 15 years.
Zelia,
died Sept. 25th, 1861, aged 17 years.
Adeona,
died Sept. 15, 1861, aged 19 years.
Hannah,
died Sept. 15, 1861, aged 22 years.

Strangers who through this city of the dead,
With thoughtful soul and feeling heart may tread,
Pause here a moment: those who sleep below
With careless ear ne'er heard a tale of woe.
Four sisters, fair and young, together rest
In saddest slumber on earth's kind breast,
Torn out of life in one disastrous hour,
The rose unfolded to the budding flower,
Life did not part them,—Death might not divide.
They lived, they loved, they perished side by side.
O'er doom like this let kindly feelings shed
The softest tears that mourn the early fled,
For whom, lost children of another land,
This marble raised by weeping friendship's hand.
To us—to future times remains to tell
How even in death they loved each other well.
With a mother's tearful blessing
They sleep beneath the sod;
Her dearest earthly treasures
Restored again to God."

Mount Vernon.—The remains of Gen. William Knox were removed from Christ Church ground to this cemetery. Commodore Robert Ritchie and Col. Van Leer are also interred here.

One of the most elegant monuments is to the memory of the Gardel family, a pyramidical structure of brown stone, decorated at the base with several life-like statutes of marble. As a work of art it is one of the finest in the country.

In the burial-ground of the **Third (Old Pine Street) Presbyterian Church,** part of which belongs to the First Church, is a tablet erected to the memory of David Rittenhouse, the celebrated astronomer, who died June 26, 1796, and was originally interred in a mausoleum adjoining the garden of his dwelling, northwest corner Seventh and Arch Streets; and a fine monument in memory of Capt. Charles Ross, of the City Troop, erected by that organization. It is particularly distinguishable by reason of the bronze helmet and military trophies on the top, those being the first monumental devices of that metal put up in Philadelphia.

In **St. Stephen's Church (Protestant Episcopal),** on Tenth Street, below Market, is a very elegant monument, surmounted by a group of four figures, cut by the celebrated sculptor Steinhauser, and erected by Edward Shippen Burd, in memory of members of his family. It is a splendid work of art, and is executed in pure white marble.

In the churchyard of **St. Mary's (Roman Catholic) Church,** Fourth Street, below Prune, are tombs to the memory of Capt. John Barry, of the Revolutionary navy, and Thomas Fitzsimons, once member of Congress.

Woodlands Cemetery is adorned with many fine monuments, and many of them elaborate and costly. Conspicuous among them is the Drexel mausoleum, erected to the members of the family of Francis M. Drexel. It is a magnificent building, in the Grecian style, and one of the largest tomb structures in the country. In this cemetery is the tomb of Lieut. John T. Greble, the first officer of the United States army killed in the civil war. It is designed in exquisite taste. Among other conspicuous memorials in this ground are the monuments and tombs of Admiral Charles Stewart, "Old Ironsides," of the United States navy; Commodore David Porter, United States navy; Maj.-Gen. David B. Birney, United States army, during the civil war; and a fine memorial to the memory of Dr. David Jayne, a well-known business man.

Monument Cemetery.—One of the finest memorials in Monument Cemetery was erected, shortly after the ground was opened, to the memory of William Delamater Caldwell. It was erected in pursuance of directions left in his will, and is an expensive piece

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of work. It towers conspicuously among the memorials in the ground.

The tomb of the Sartain family is of brown stone, and in the Egyptian style. On the front is a white marble die with the figure of "Grief" in relief. On the panel in the rear is the following striking inscription:

"LIFE.
Monstrous and false in form,
But true and Beautiful in promise,
Wisdom, and love, with savage force allied.
The plan, the purpose, and the means.
The thought and will of God achieved,
Through discipline of Pain!
Vigilant, Relentless, Yet Beneficent law,
Not angry, cruel, or capricious.
Pain is not punishment, and there is
No death.
The world's hope but waits the Great
Atonement.
Each serving to his brother's use and
Suffering for his sin and the divine for all,
And the sacrifice shall not cease,
Nor Justice reign
Until
Faith stands rendered into Knowledge
And worship Incorporates with work;
Till the world's life obeys its Science
And man is organized into Unity
With man, with Nature, and with God.
Universe is one;
Reconciliation is Redemption.
Harmony is Heaven,
The Mystery Hidden from the Ages.
Rendered by this Key.
The Sphinx shall perish,
The Curse cease, and death and Hell
Be swallowed up
In
Victory."

The Association for the Relief of Sick and Disabled Firemen has a conspicuous monument above a vault. A white marble panel-case has at the corners representations of fire-plugs. The shaft rising above bears upon the face in relief the horn, spanner, and torch. The names of the persons who sleep below and the dates of their deaths are on the sides. The Diligent Fire-Engine Company has a neat monument to the memory of Marcus Rink, a member killed at the same time with Oscar Douglas (who lies in Laurel Hill) by the falling of a wall at the fire in Market Street, near Third, Jan. 23, 1841.

A fine monument to the memory of Capt. Daniel S. Stellwagon, master in the United States navy, born Nov. 6, 1774, died Nov. 16, 1828, has elaborate inscriptions setting forth his services to his country. The base is in panels. Above these is a rough rock upon which is represented sea-weeds, etc., and upon which the shaft resembles a light-house with look-out lantern, etc. A figure of "Hope" crowns this unique memorial. Lieut.-Col. Thomas S. Martin, of the Eleventh Regiment Pennsylvania Volunteers, killed at Bull Run, Aug. 30, 1862, is commemorated by a white marble shaft. The remains of Frederick J. Roberts, who died Oct. 13, 1844, are marked by a monument erected by the Washington Grays.

CHAPTER XLVI.

FIREMEN, FIRE COMPANIES, AND LARGE FIRES.

BEFORE 1695 no public measures were taken in Philadelphia for the extinguishment of fires. On the 25th of May, in that year, the inhabitants of the town petitioned Governor Markham and the Council to pass a law providing them with ladders and leather buckets. The Provincial Legislature, regarding the petition a reasonable one, passed a bill in 1696 for preventing accidents at fires in the towns of Philadelphia and New Castle, and for preventing and extinguishing fires. By this act the inhabitants were prohibited from cleaning their chimneys by burning them out, and foul chimneys were forbidden under a penalty of forty shillings. Each householder was directed to keep at his dwelling "a swab, twelve or fourteen feet long," and a bucket or pail, to be ready in case of accidents by fire, under a penalty of ten shillings, and no one was allowed to smoke tobacco in the streets, day or night, under a penalty of twelve pence. The fines to be appropriated for the purchase of leather buckets and other instruments or engines for the public use in the extinguishment of fires. A similar law was passed in 1700, which provided for "two leathern buckets," and re-enacted in 1701, with an additional clause directing the magistrates to procure "six or eight good hooks for tearing down houses on fire."

With this primitive fire department the good citizens of the town were content to rest until 1718, when Abraham Bickley, a public-spirited citizen, and afterward a prominent city official, offered a fire-engine to the city, which he probably imported from England. The city purchased this engine for the sum of fifty pounds, and it continued to be its greatest defense against fire until 1831.

George Claypoole, in July, 1729, was employed to keep the city fire-engine in good repair and make monthly trials of it at an annual salary of three pounds, but becoming dissatisfied with his bargain after an experience of only one month, Richard Armitt was given the contract. In 1730 the citizens, with the aid of Bickley's engine, attempted to subdue a large fire on Fishbourn's wharf, below Walnut Street. The fire gained great headway, and at one time threatened to destroy the city. It crossed Water Street, burned the buildings of Jonathan Dickinson, and destroyed property altogether valued at five thousand pounds. This destructive conflagration warned the authorities of the necessity of procuring more adequate fire apparatus, and accordingly, in April, 1730, the city authorized the purchase of three more engines, four hundred buckets, and twenty-five hooks. One of the new engines was made in Philadelphia by Anthony Nicholls, and the other two were procured in England. In January, 1731, the latter arrived, with two hundred and fifty buckets, the remainder

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being made in the city from a sample furnished by Thomas Oldman at nine shillings each. A trial of the engine built in the city was made in January, 1733, and a local chronicler says that it "played water higher than the highest in this city had from London." The leather fire-buckets were ordered to be hung up in the court-house, and the engines were stationed as follows: One at the great meeting-house yard, southwest corner of High and Second Streets; one at Francis Jones' lot, corner of Front and Walnut Streets; and the old engine in a corner of the Baptist Meeting yard, in Second Street near Arch.

In December, 1733, Franklin's *Pennsylvania Gazette* contained an article on fires and the mode of extinguishing them. On Feb. 4, 1735, the same paper contained a communication signed "A. A." (probably Anthony Atwood, a well-known citizen) in reference to the subject of fires and their extinguishment. The writer sets out by stating that in consequence of lameness of his hand he is not capable of giving that kind of assistance which at fires is so cheerfully accorded by the citizens generally, but he thinks it his duty to extend what aid he can in the way of useful suggestions. He said the city had engines enough, but in some parts of the town there was not water sufficient "to keep the pumps going for a half-hour together." At the same time he advised the formation of fire companies. Shortly after these suggestions were made the houses of "Budd's long row," on Front Street above the Drawbridge, took fire, and threatened the destruction of a large amount of property. Attention was again called to the necessity of adopting some method for the extinguishment of fires, and fire companies were again suggested. Accordingly, on the 7th of December, 1736, the Union Fire Company was established, mainly through the active efforts of Benjamin Franklin.

The Union Fire Company was an association for mutual assistance. Each member agreed to furnish, at his own expense, six leather buckets and two stout linen bags, each marked with his name and the name of the company, which he was to bring to every fire. The buckets were for carrying water to extinguish the flames, and the bags were to receive and hold property which was in danger, to save it from risk of theft. The members pledged themselves to repair to any place in danger upon an alarm of fire with their apparatus. Some were to superintend the use of the water, others were to stand at the doors of houses in danger, and to protect the property from theft. On an alarm of fire at night it was agreed that lights should be placed in the windows of houses of members near the fire "in order to prevent confusion, and to enable their friends to give them more speedy and effectual assistance." The number of members was limited to thirty. Eight meetings were held annually. At each meeting there was a supper costing three shillings. Members who came late were fined one shilling. Members who did not come at all were fined four shillings. There was a treasurer, but no president, of the company. Each member served in turn during a month as clerk, in which time he notified his associates of the meeting, inspected their buckets and bags, and when they were not in good order reported the fact to the company. Upon this plan, with slight variations, all the fire companies of Philadelphia were conducted until long after the Revolutionary war.

At this time engines and buckets were the only available apparatus, as pumps were few, and the supply of water scant. The engine of the Union Company, it is believed, was imported from England, as were also those of the other companies formed down to 1768.[1]

The engine of the Union Company was probably kept in a house in Grindstone Alley, which runs north from Market Street to Church Alley, west of Second Street. Among its early members were Isaac Paschal, Samuel Powell, William Rawle, and Samuel Syme.

The membership of the Union being limited to thirty persons, before the end of the year another company was formed, under the name of the Fellowship Fire Company, with thirty-five members. Its constitution was dated Jan. 1, 1738, and its house was situated on a lot belonging to the Friends' Meeting, on Second Street, near Market. The fire-ladder was kept under the eaves of the butchers' shambles, on the south side of the market-house, near the meal-market; there were also seven ladders in various other places.

In 1742 the members of the Fellowship Fire Company were Isaac Williams, Obadiah Eldridge, Jacob Shoemaker, Jonathan Zane, William Moode, Thomas Hine, Edward Catherall, George Sharswood, —— Hewes, John Jones, Jr., John Langdale, Jr., Thomas Say, Barnaby Barnes, John Biddle, Jacob Shoemaker, Jr., John Howell, Benjamin Betterton, Andrew Bradford, William Callender, Joseph Noble, Joseph Fussell, John Pole, Abraham Mitchell, Isaac Powell,

[1] In the *Pennsylvania Gazette* for October 28, 1768, appeared the following advertisement:

"Richard Mason, living at the upper end of Second Street, undertakes to make and sell fire engines of the newest construction. Warranted good, from fifth rate down to the smallest size. The advantages these engines have above others are that they have twice the room to pour in water than those whose levers work at the sides of the cistern, —they work as easy, and play with a constant stream and prodigious force, and collect a large body of water closely together, and will sooner extinguish fire in buildings than any other engine heretofore contrived. The cisterns are made of good seasoned white oak or red cedar if required,—the joints of the cistern are lined with copper and nailed with brass nails, and the wheels are shod with iron. As I am the first inhabitant and native of this province who has attempted so useful a branch, I call on the fire companies of this city who may want new engines.

"I have just completed a fourth class engine for the Northern Liberty Fire Company. Any gentleman wanting an engine may see the same played. I will undertake to keep all the city engines in repair.

"RICHARD MASON."

Mr. Mason was not aware of the engine made by Anthony Nicholls, or he would not have announced himself as being the first to attempt to build fire-engines in Philadelphia. He was undoubtedly the first successful manufacturer.

The Northern Liberty Fire Company, founded May 1, 1756, was probably the first to encourage domestic manufacture. Its engine-house was situated at the northeast corner of Cable Lane and Callowhill Street.

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Joseph King, William Corry, Caspar Wistar, John Wister, David Deshler, Alexander Crukshank, Joseph Stiles, George Hitner, Jonathan Carmalt.

On the 1st of March, 1742, the third fire company was formed. This company was called the Hand-in-Hand. The fourth voluntary company, established Feb. 22, 1743, was called the Heart-in-Hand. The fifth company, named the Friendship Fire Company, was founded July 30, 1747.

The fire companies established after the Union slightly increased the number of their members. The Fellowship had thirty-five members; the Hand-in-Hand, the Heart-in-Hand, and the Friendship each had forty members. The Britannia Fire Company was probably established in 1750 or 1751. The only trace that we have of its existence is in an advertisement which gives a list of some articles lost belonging to that company; this advertisement appeared in April, 1752. All of these companies, with the exception of the Britannia, were in service until the Revolution, when the latter, possibly in consequence of the unpopularity of its name, was discontinued. In the year 1791 the Union, Fellowship, Hand-in-Hand, and Heart-in-Hand were in full service, and made return of the condition of their apparatus, including engines, buckets, ladders, bags, baskets, and "hauses" (hose). Of the latter, the Union had one of eighty feet, and the Friendship one of one hundred and twenty feet. Each of these companies had an engine, except the Friendship, which had two. The same company also had two hundred and forty buckets, in number only equaled by those in possession of the Union. During the years which succeeded the establishment of the Union Fire Company there were but few fires, the city being spared from many destructive ones during the period of which we are now speaking. The most serious conflagration occurring about this time was that of Hamilton's buildings at the Drawbridge, which consumed several stores, with all their contents, consisting of produce, etc. This was probably the largest and most destructive fire which had happened in the city up to that time.

The six fire companies which were in existence in the city in 1750 were reinforced by several new associations established between the latter year and the time of the Revolution. They were as follows:

Name.	Founded.	Location.
Hibernia	Feb. 20, 1752	Corner 2d and Walnut.
Northern Liberty	May 1, 1756	N. E. corner Cable Lane and Callowhill.
Vigilant	Jan. 2, 1760	Sup. east side Second, below Vine.
King George III., afterward Delaware	March 21, 1761	Sup. in Water St., below Arch.
Queen Charlotte, afterward Fame	March 29, 1764	North side Cherry, east of Fourth.
American	Before Dec. 1764.	
Sun	Before Feb. 28, 1765.	
Crown and Beaver	Before March, 1765.	
Cordwainer	Before Feb 1769.	
New Market	March 1, 1769	N. end Market 2d & Pine.
Amicable	Aug. 7, 1769	Fifth, above Market.
Neptune	Jan. 17, 1774	Race, below Third.

The Hibernia Fire Company was founded, at a meeting held at Evans' Tavern, by Hugh Donaldson, Randle Mitchell, Walter Shee, Samuel Wallace, Abram Usher, William Henry, Plunket Fleeson, William West, John Johnson, John Fullerton, Robert Taggart, Benjamin Fuller, George Bryan, James Fullerton, James Mease, James Haldane, James Hunter, Blair McClenachan, John Mitchell, George Fullerton, George Campbell, Samuel Duffield, Sharp Delany, Edward Batchelor, William Alison, William Burrall, and William Miller. To these members were added, before 1776, James Caldwell, John White, Henry Hill, John Mease, John Boyle, Francis Nicholas, John M. Nesbit, James Crawford, David H. Conyngham, George Hughes, Michael Morgan O'Brien, Robert Morris, John Brown, and John Nixon. Nearly all of these gentlemen were merchants or tradesmen, and several of them afterward became conspicuous in public affairs, especially during the Revolutionary war.

At a meeting called to form the Northern Liberty Fire Company Levi Budd was president, and William Coats was secretary. The other original members were Charles West, John Stellwagen, Henry Woodrow, Adam Stricker, Martin Nolle, Joseph Cannon, Joseph Rush, James Worrell, Reinard Cammer, Richard Mason, Seymour Hart, Thomas Gilbert, Henry Stonematz, Thomas Felton, William Biddle, Samuel Pryor, John Scattergood, George Leib, Elias Lewis Triechel, James Nevell, John Williams, David Rose, Thomas Britton, Jacob Weaver, Isaac Jones, John Britton, Joseph Cowperthwait, and Thomas Scattergood. These gentlemen were inhabitants of the Northern Liberties. William Coats was a large land-owner in the district. Levi Budd was a man of means. Seymour Hart was a lumber merchant at Callowhill Street wharf. William Biddle lived in Front Street, above Callowhill. George Leib was the father of Michael Leib, once a very influential politician. Richard Mason afterward became a manufacturer of fire-engines. Martin Nolle, Adam Stricker, and Elias Lewis Triechel were innkeepers. The company met for some time at Triechel's Tavern, sign of Noah's Ark, Front and Noble Streets.

The original members of the Vigilant Fire Company were Edward Drinker, W. Moulder, Charles Lyon, Joseph Connell, John Elton, John Gill, Jeremiah Smith, John Biles, Isaac Cathrall, Peter Thompson, William Davis, John Cameron, Martin Ashburn, Nathaniel Brown, Henry Shute, William Gua, William Barnes, Joseph Warner, Henry Rigby, Israel Cassell, Nicholas Hicks, Samuel Robbins, William Williams, Samuel Hastings, Bradford Roberts, James Cassell, William Wayne, Bowyer Brooke, James Wood, John Cassell, and Jeremiah Smith. Edward Drinker, who leads off among the members, was noted among Philadelphians as having been born upon the site of the city upon Dock Creek in 1680, two years before the landing of Penn. He was at

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this time eighty years old, and lived at the Drinker House, corner of Front Street and Drinker's Alley. William Moulder was at one time a schoolmaster at Callowhill Street and Cable Lane, and was afterward a justice of the peace. Bowyer Brooke was a surveyor, related to the Coats and Brown families of the Northern Liberties. Peter Thompson, in the year 1760, kept store at the sign of the Hand and Pen, in Race Street. Nathaniel Brown was a whipmaker, afterward a surveyor, and also, during the Revolution, a wagon-master, and a wagon-major in the quartermaster's department. After the Revolution he kept the Leopard Inn, on Market Street, and, subsequently, the Hunting of the Fox, on Arch Street, above Sixth. Jeremiah Smith kept the famous tavern on Front Street, above Arch, known as the Queen of Hungary. Charles Lyon was a merchant. Martin Ashburn kept the upper ferry at Arch Street wharf. Abram Carlisle became a member before the Revolution, and suffered during that contest the fate of a traitor.

The King George the Third Fire Company originally consisted of the following members: William Faries, Isaac Coats, Charles Lawrence, Conrad Beech, Richard Wood, Joseph Hill, Jacob Bright, Andrew Shaffer, Robert Elton, Matthias Abel, James Cooper, Thomas Brookes, Francis Forster, William Bywater, Christopher Ludwick, George Button, Rudolph Bonner, John West, Jonathan Biles, Griffith Vaughan, Benjamin Worthington, Robert Tatnall, Henry Casdorp, John Whiteall, William Wells, William Palmer, Henry Bunner, Lane Naylor, David Cawthorn, John M. Nill, John Browne, and William Salsbury. These were all respectable business men. Christopher Ludwick, a baker, during the Revolution obtained the sobriquet of baker-general, from his services in supplying the army with bread.

The Queen Charlotte Fire Company was originated at a meeting held at William Clampfer's, at which Jacob Maag was president, and John William Hoffman was clerk. The original members were Thomas Meyer, George Adam Gaal, Philip Ulrich, Casper Graff, Louis Weiss, Matthew Labolt, David Shaffer, Jacob Graff, Jacob Chrystler, Barnard Lawerswyler, Martin Fisher, Philip Will, Dietrich Rees. The original number of members was thirty. The company obtained ladders previous to the year 1769, when a new fire-engine was built by Richard Mason. It was placed in a house on the north side of Cherry Street, "between the Lutheran school-house and Thomas Tuston's," which was east of Fourth Street. The names of the members of this company are all German, and, from the fact that they obtained ground adjoining the Lutheran school-house, it is probable that most of them were members of Zion or of St. Michael's Lutheran congregation.

The Neptune Fire Company was formed at the house of Mrs. Krider, in Third Street. The first meeting noticed was held on Monday, Jan. 17, 1774. All the members were present on that occasion, to wit: Andrew Geyer, Jacob Kehmlee, George Forepaugh, Charles Bitters, George Wert, Andrew Bachman, Charles Miller, William Sheaff, Lawrence Sickle, Andrew Epple, George Honey, Jr., Hilary Baker, Jr. At the time of the breaking out of the Revolutionary war the company had no engine, the members being supplied with buckets.

In January, 1764, citizens of Germantown held a meeting at the town hall, in order to consult together in regard to the means of protecting themselves from the ravages of fire. They were situated at a considerable distance from the fire apparatus of Philadelphia, and the roads at that time were frequently so bad that no assistance could have been derived from the city fire companies. It was therefore resolved to form three separate fire divisions in Germantown and its neighborhood, and the fire companies which were formed were called the Fellowship, of the Upper Ward; Fellowship, of the Middle Ward; and Fellowship, of the Lower Ward. Subscriptions were taken up to purchase apparatus, and money enough was collected to send to England for three hand fire-engines, but by some misfortune the order was not fully completed. When the engines arrived, one was sent to Germantown; but of two others, one went to Bethlehem, and the other to Frankford. The companies afterward received their apparatus, however. In subsequent years the names of the three companies were changed, as follows: That of the Upper Ward, instituted March 1, 1764, was named the Franklin Fire Company; that of the Middle Ward, instituted March 5, 1764, was named the Washington Fire Company; and that of the Lower Ward, instituted Feb. 20, 1764, was named the Columbia Fire Company.

The number of fire companies which were in service in the city at the beginning of the Revolution were added to in the next quarter of a century by several more new institutions, as follows:

Sun Fire Company, founded Sept. 24, 1778; located at east end of Jersey Market, at Front Street.

Harmony Fire Company, founded Aug. 24, 1784; located in Harmony Court, near Third Street.

Endeavor Fire Company, founded Feb. 17, 1785; located in Keys Alley, between Front and Second Streets.

Reliance Fire Company, founded March 10, 1786.

Alarm Fire Company, founded May 1, 1787.

Assistance Fire Company, founded Dec. 28, 1789; located on the east side of Fifth Street, below Race.

Federal (afterward America) Fire Company, founded April 10, 1790; located at the Commissioners' Hall, Third Street, Northern Liberties.

Relief Fire Company, founded December, 1791; located in Relief Alley, near Second Street.

Diligent Fire Company, founded July 4, 1791; located on the south side of Market Street, near Eighth.

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Kensington Fire Company, founded August, 1791.

Franklin Fire Company, founded Jan. 17, 1792; located in Powell Street, between Fifth and Sixth.

Washington Fire Company, founded Jan. 1, 1793; located in Frankford.

Humane Fire Company, founded March 1, 1794; located on the north side of Vine Street, between Second and Third.

Washington Fire Company, founded Jan. 3, 1796; located on the west side of Eleventh Street, below Walnut.

Friendship Fire Company, Northern Liberties, founded Aug. 18, 1796; located at the Commissioners' Hall, Second and Coates Streets, Northern Liberties.

Columbia Fire Company, founded Sept. 16, 1796; located at the corner of Eighth and Cherry Streets.

Hope Fire Company, founded Nov. 22, 1796; located on the south side of Pine Street, between Fourth and Fifth.

Resolution Fire Company, founded Jan. 1, 1797.

Whale Fire Company, founded Jan. 10, 1798.

Philadelphia Fire Company, founded Jan. 15, 1799; located at the northwest corner of Third and Spruce Streets.

Weccacoe Fire Company, founded May 1, 1800; located at the corner of Front and Christian Streets.

The Sun Fire Company, established in 1778, was a reorganization by members of the old company, which was founded some time before 1765.

The Harmony Fire Company was established by members of the Society of Friends, and the first meetings for the purpose of forming the company were held at the Quaker meeting-house, on part of the burying-ground at Fourth and Arch Streets, which was torn down when the large meeting-house was erected. The names of the Quakers who founded this company were Daniel Drinker, Richard Price, Abraham Liddon, Thomas Harrison, Arthur Howell, Jesse Williams, John Townsend, Isaac Paxson, Robert Wood, Thomas Parker, Samuel Pancoast, Jr., Jonathan Evans, Jr., Thomas Savery, James Truman, James Starr, Robert Coe, David Evans, Ellis Yarnall, John Poultney, Joseph Richardson, Jr., John Letchworth, John Elliott, Jr., John Oldden, Thomas Lawrence, Jr., Solomon White, Zachariah Jess, Evan Truman, Jacob Shoemaker, Jr., Joseph Budd, Samuel Jones, Solomon Dawson, Samuel Carver. Jonathan Evans, Jr., was the first secretary, and Daniel Drinker treasurer. Up to June, 1785, the company had no engine, the apparatus being three ladders, two fire-hooks, and the bags and buckets of each member. In 1785 the company procured the engine of the Britannia Fire Company.

The Reliance Fire Company was originated by Quakers, and was mainly composed of members of the Northern Monthly Meeting in Keys Alley. The original members were Ebenezer Robinson, Samuel Briggs, Samuel Parker, Benjamin Myers, Joseph Moore, William Lane, Joshua R. Smith, Evan Owen, Thomas Rodgers, Jr., Isaac Stroud, Daniel Dawson, George Justice, John Warner, Daniel Evans, Stephen Phipps, John Care, John Teas, James Gorham, Amos Foulke, John Ives, William Smith, Jonathan Worrell, John Grandom, James Worstall, Thomas Sherman, Hugh Ogden, Stephen Smith, James S. West, Joseph Rakestraw, Jr., Seymour Hart, Thomas Norton, Clement Remington, William Dawson, Leonard Snowden, Richard Hopkins, Joseph Yerkes, John Thomas, Joseph Bacon, James Oldden, Benjamin Oldden, William Trotter, Thomas Wimer, Joseph Shoemaker, Benjamin Taylor, Samuel Shoemaker, George S. Moore, George Bullock, Isaac Buckbee, Thomas Paul, Joseph Ogelby, Samuel Noble, Samuel Compton, William Compton. The meetings were held in the school-room at Keys Alley meeting-house until 1798, when the company met at Peter Widdowes' school-room in Race Street, between Front and Second. This was while the Quaker school-house in Keys Alley, which had been torn down, was being built. After its completion the company returned and built a house on part of the lot.

The Assistance Fire Company was formed principally by persons living in the neighborhood of Fourth and Race Streets, among whom were members of the Lutheran Church, a fact which will account for the choice of the German motto, "Bereit" (*Ready*), originally inscribed under the badge of the company. The members were Isaac Pennington, Henry Smith, Zachariah Lesh, Philip Odenheimer, Henry Harberger, Jacob Hansell, Philip Hall, John Long, Henry L. Stroop, Henry Peiffer, Godfrey Zeppernick, Valentine Hoffman, John Henchman, Samuel Mechlin, Conrad Sherer, Henry Nagel, John Isenbrise, Andrew Cressman, Martin Borhiff (or Boraeff), Peter Walter, John Muller, George Keeley, John Etris, Henry Ries, Daniel Frismuth. Isaac Pennington was the first president; Samuel Mechlin, vice-president; Philip Hall, treasurer; George Keeley, secretary. The original meetings were held at Smith's Tavern, and a few months afterward at Henry Meyer's Tavern, sign of the Old White Bear, corner of Fifth and Race Streets, where the members met for many years.

The Federal Fire Company was not named in compliment to the political party of that name, but in honor of the Federal government. The members were residents of the Northern Liberties. Among the founders were William Giles, Dr. John Weaver, Frederick Hoeckley, Jacob Ziegler, Charles Yetter, John Bender, Sr., Joseph Fricker, Dr. Joshua Strouse, Christian Hackman, John Adolph, Sr., Samuel Weisman, Sr., Michael Miller, Daniel Groves, Jesse Groves, Robert McKoy, Sr., and Daniel Rambo. This company got an engine in 1791, made by Samuel Briggs, fire-engine builder of this city.

The Kensington Fire Company was originated by

citizens of that district. The names of the founders cannot be separated from those of members who joined afterward. Among the early members were Matthew Vandusen, George Hoffman, Thomas Vaughn, Sr., Conrad W. Knot, Henry Kell, Thomas Vaughn, Jr., Henry Bald, John Wilson, William Clark, Michael App, Jacob Beideman, Martin Cramp, Jacob Deal, Isaac White, Samuel Brusstar, Christian Sheetz, James Tuttle, Philip Gosser, John Rice, Jacob Hill, Daniel Sheetz, George Binder, Peter Baker, Deobald Emrick, Adam Upperman, Martin Geyer, W. Geyer, James Brusstar, Thomas Elston, Daniel Deal, Peter Stoy, Michael Collar, M. Day, John Brown, Manuel Eyre, John Buckius, Clement Keen, Samuel Tees, Nicholas Vandusen, and others.

The Diligent Fire Company was instituted at the Spread Eagle Tavern, on Market Street, near Eighth, kept by Frederick Hubley. The original members were Abram Markoe, Daniel Rundle, Joseph Ogden, David Kennedy, Dr. Benjamin Van Leer, Peter Lex, George Hunter, William Attmore, Benjamin Shoemaker, Frederick Hubley, Baltis Emerick, G. W. Davis, William Hunter, Henry Herbert, John West, John Henderson, William Lucas, Owen Foulke, Martin Thomas, Predy Kimber, Caleb Foulke, Richard North, David Seckel, and Edward Shoemaker. Richard Mason built the engine for this company in 1792, and it is recorded that this was the one hundred and seventeenth machine of that kind which he had constructed. His engines were sent to all parts of the United States and the West Indies.

The Humane Fire Company was originated by the following persons: John Goodman, Jr., J. Nicholas, W. Seidel, Adam Hains, John Du Montet, Frederick Boller, George Rehm, Martin Gillman, John Storr, Jacob Shreiner, Jacob Edenborn, Frederick Hyneman, Samuel Rockenberg, Garret Bross, George Abel, Jacob Wise, Jacob Wiltberger, Jacob Rees, Isaac Thomas, John Butler, Jacob Wyman, Samuel Neidlinger, Adam Eckfeld, George Brown, John Jordan, Frederick Burkhard, Jesse Oates, John Smith, Andrew Merker, Frederick Forebaugh, Thos. Lancaster, Jacob Shuler, John Hyneman, James Anderson, Andrew Meyer, John Grant, John Keffer, John Barris, John Halman, Samuel Sower, John Goodman, Sr., Philip Limeburner, George Smith, Christian Donnaker. A new engine was bought of Philip Mason in 1795, fitted for the purpose of working with a suction and venting hose.

The Washington Fire Company was established by residents of what was then the southwestern part of the city, in the neighborhood of Walnut, Spruce, Eleventh, and Twelfth Streets. The original members were Benjamin Lyndall, Francis Higgins, Barnabas Weaver, Thomas Mills, Samuel Mills, James Skerrett, John Chapman, Samuel Bonsall, Michael Waltman, John Martin, Francis Noblet, John Patterson, Henry Harberger, Peter Bob, John Nicholson, William McLaw, George Morton, and John Sisty.

The Friendship Fire Company, of the Northern Liberties, was founded by John Bender, John Abel, Adam Trips, Anthony Rennard, Daniel Linker, Henry Moser, Peter Abel, John Snyder, George Hopple, Jr., John Weaver, John Sefferheldt, John Browne, John Miles, Michael Baker, Peter House, Henry Sell, Henry Plain, John Rickert, John Bisbing, John Jones, Andrew Young, William Paul, Adam Logan, Henry Shall, Charles Yetter, Henry Senn, Peter Gabel, John Fisher, Jacob Lentz, Jacob Masoner, Joseph Fitch, Peter Wister, Peter Shrank, Frederick Mangole, Jacob Belsterling, Peter Groves, Andrew Frazer, William Snyder, and Melchior Deter.

The Columbia Fire Company was originated among citizens residing in the neighborhood of Eighth and Cherry Streets. The first officers elected were: President, Joseph Morris; Vice-President, John Moore; Secretary, Jacob Zebley; Treasurer, William Powell. The members were John Rugan, William Rudolph, Henry Hoffner, Anthony Wright, Joseph Warner, George Flake, Jacob Colladay, John H. Simmons, Joseph Thomas, Alexander Jarden, Nicholas Quest, Matthew Conroy, Samuel White, Samuel Jarden, John Buzby, Jacob Miller, Jacob Kinsel, George Lower, Heronimus Warner, Jacob Lybrand, Henry De Forrest, Daniel Knight, Matthew Weaver, Jacob Perkins, William Perkins, John Lawrence, Wolfgang Hoffman, Jonas Holtz, and Joseph Deamer. This company, in 1797, purchased a fire-engine from Philip Mason for two hundred and twenty pounds.

The Hope Fire Company was originated among persons living in the neighborhood of Fourth and Pine and Lombard Streets. They were William Preston, Cadwalader Griffith, Anthony Fannin, Samuel Jones, Philip Mason, John Finister, William Jobson, A. Musgrave, Jr., Joseph Worrell, Benjamin Lyndall, Elisha Gordon, Joseph Allen, William Miller, William Stewart, Daniel Abell, Adam Promit, Samuel Powell Perkins, Joseph Price, George Morton, Benjamin Thurston, Pennel Beale, Gregory Strahan, William Franklin, Nathan Atherton, Adam Burk, Peter Field, Martin Bernard, Thomas Dixey, Daniel Shoemaker, Curtis Clayton, John Conner, William Sheed, Thomas Cave, J. Steward, Martin Erhard, Lawrence Sink, Saul Carver, Robert Harrison, Jacob Herman, Thomas Amies, George Kemble, John Henderson, Ebenezer Hillyard, Thomas Kurysten, Jacob Earnest, William Jones, John Smith, T. Ross, Ewing Wiley, John Geger, William Patten, Francis Jack, John Murray, William French, James Cornish, William Kern, Jr., Jacob Mitchell, and William Buck. Philip Mason, the engine-builder, was a member, and it is supposed he furnished to the company the first engine, which was obtained in 1797.

The Philadelphia Fire Company was formed by members of the Society of Friends, namely: Robert Coe, Jr., Joseph Parrish, Charles Townsend, Owen Biddle, Jr., George Vaux, John Bacon, James Conley, William Paxson, Charles Allen, Joseph Cowgill,

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Charles Teas, Philip Garrett, Samuel Lippincott, William Abbott, and Joshua Longstreth. The engine was purchased in the year 1800, and is supposed to have been made by Philip Mason.

The Weccacoe Fire Company was originated in Southwark by residents of that district. The first officers were Joseph Ash, president; Joseph Marsh, Jr., treasurer; Robert Ralston, secretary; John Turner, Sr., Joseph Jobson, Lewis Dewees, David Ware, Robert Ralston, William W. Ross, Joshua Humphreys, George Ord, Charles Whitehead, John Hoover, Adam Vance, and Benjamin Phillips, engineers. Thomas Shortall, John McCloud, Henry Mitchell, Enoch Wheeler, Lawrence Myers, Frederick Godshall, S. Crosby, Isaac Hozey, David Ware, Peter D. Murphy, Benjamin Phillips, John Janvier, William Strembeck, Jacob Reinhard, Stephen Flannigan, Samuel Hargesheimer, and Joseph Ogelby were members. Money was raised promptly to procure an engine, and one was got from Philip Mason for two hundred and ten pounds, and was housed for service on July 4th of that year. For years this company was not allowed to go to fires out of the district of Southwark.

The Union Fire Company was in active service until probably about 1820. The Fellowship Fire Company was also in existence in 1817–19, and probably went out of active service before 1825. This company had an engine-house at the east end of the Jersey market. The Hand-in-Hand Fire Company in 1800 kept its apparatus in a house at the northwest corner of Front and Spruce Streets. Before the Revolution and up to 1800 this company was composed of the most eminent men in Philadelphia, embracing merchants, physicians, lawyers, clergymen, and citizens of wealth and refinement, many of whom held important positions in the State and city, and were eminent in the church. About the year 1800 the active members had, by reason of age and its attendant infirmities, become careless as to their duties. The loss of the minutes between December, 1796, and May 15, 1823, renders the history of the Hand-in-Hand a blank during nearly all the period between 1800 to 1825. It is known that Mr. McIlvain joined the company in 1804, Peter Hay in 1808, and Dr. Hahn before 1815. Charles Kammerer was president in 1811, Charles Schneider in 1812, Isaac W. Chadwick in 1813, John Martin in 1814, John Robbins in 1814–15, John W. Chadwick in 1816, and Peter Flanagan at some date not now known. The secretaries, as far as known, were J. W. Chadwick, William Bullfinch, and Samuel Bard. The treasurers were John Robbins, Michael Bourne, and E. S. Boys. Among the members were C. Snyder,—who attended a meeting of fire companies held at Elliott's Hotel, on Third Street, in 1813, as a delegate from the Hand-in-Hand,—James Mitchell, William Schreiner, John Deagle, W. Shawdonick, and Edwin Hedderly. The secretary of the prison inspectors, in 1814, gave permission to the Hand-in-Hand to stand in the house northeast corner of Sixth and Walnut Streets. After 1816 the company ceased to be active, although it did not dissolve, and the engine was used by the Neptune Fire Company.

In 1822, the Neptune Fire Company being also reduced in numbers, but having possession of the Hand-in-Hand engine, obtained permission of the Fame Fire Company to store their machine in the latter's house, which circumstance led to the suggestion that a union between the Fame and the Neptune would be desirable. When it was learned that the engine used by the Neptune was owned by the Hand-in-Hand Company, it was decided to dissolve the Fame and Neptune Companies and unite with the Hand-in-Hand. The result was that the Fame and Neptune ceased to exist,—that the members of those organizations went into the Hand-in-Hand, which company was continued. At a meeting held in May, 1823, which appears in the minutes as a meeting of the Hand-in-Hand Fire Company, Richard W. Brown was chairman, and Isaac Dunton was secretary. There were fifteen other members. A committee was appointed to have the engine retouched and the name "Hand-in-Hand" restored, and to fit up the engine-house as conveniently as possible. The constitution, which was substantially that of the Neptune Fire Company, was adopted at the next meeting.

Among the members of the Hand-in-Hand, after the union in 1823, were Daniel K. Deas, Joshua M. Butler, George P. Little, Charles Woodward, Jesse K. Knight, Nicholas Le Huray, Jr., Charles J. Jack, John H. Campbell, Joseph Ogden, and William Spohn. In 1823, William Spohn was president. In the same year a committee was appointed to put the date of the institution of the Hand-in-Hand Fire Company in the oval over the door. The old Fame engine was sold in 1824 for forty dollars, and the tin torches belonging to that company were sold to the Northern Liberty Hose Company.

The Fame Fire Company kept its engine, in the year 1800, on the south side of Cherry Street, east of Fourth, adjoining Zion Lutheran Church. The spirit of the members began to relax in activity about this time. In 1808 the engine had become so dilapidated, and the efforts to obtain funds for a new machine were so unsuccessful, that a dissatisfied member offered a resolution proposing to dissolve the company, which was not passed. There were no meetings from March, 1810, to January, 1812, in consequence of the inactivity of the members; but in the latter year some vitality was infused into the company by the election of fifteen young gentlemen, among whom were John H. Gartley, Christian Denckla, George Geisse, Samuel Wayne, and Samuel Thompson. The engine-house was removed to Shiveley's [now Mulberry] Alley, in 1809, but in 1812 the machine was restored to its old site on Cherry Street. Yet the affairs of the company were not flourishing, and in 1815 a committee was appointed to consider the utility of uniting with the

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Relief or the Assistance. Nothing was actually done, but for two years there were no meetings. A proposition to dissolve was again made in 1817. The company in 1810 sold its engine, which was built in 1765, to an association of young men and boys who called themselves the Junior Fame Fire Company. The price was one hundred and twenty dollars, to be paid in installments. The Juniors ran the machine for about nineteen months, when they returned it to the members of the Fame Fire Company, who put it up at auction; but so old and dilapidated was it that no higher bid than five dollars could be procured, and it was withdrawn from sale. In 1821 the directors resolved to unite the company with the Hand-in-Hand; but that measure was not accomplished until 1823, when the Fame Fire Company ceased to have an existence. Among the members of the Fame during the period of which we are treating were Daniel Sharp, John Boller, John Musser, Caspar Rehn, Andrew Leinau, Frederick A. Huber, Charles F. Gebler, and Richard Renshaw.

The Neptune Fire Company was in active service as late as 1815, and stood at that time in Coates' Alley, between Front and Second Streets. Among its members were Dr. George Glentworth, George A. Baker, John Geyer, Frederick A. Muhlenberg, John Phile, Capt. John Earl, Gen. Peter Muhlenberg, Dr. George Lehman, Jacob Lauerweiler, Leonard Jacoby, B. F. Glentworth, and George Kitts.

The Heart-in-Hand Fire Company is supposed to have been in active service in 1800, but it must have ceased from its labors shortly afterward.

The Hibernia Fire Company kept its apparatus, in the year 1800, in a house on Walnut Street, near Second. Afterward the company acquired a right to build a house on Dock Street, between Second Street and the entrance of Pear Street, upon a narrow lot, on which a two-story brick house was erected.

The Northern Liberties Fire Company, in 1800, stored its apparatus in a house on the north side of the Hay Scales wharf, at Front and Noble Streets. In 1802, according to an inventory of the company, its property consisted of an engine-house, an engine, eleven fire-buckets, a ladder-house in Front Street, above Green, in which were stored two ladders, one twenty and the other forty feet, a life-ladder, kept in John Keen's ship-yard, forty-five feet long, and two ladders which were fixed upon the walls of the market, at the intersection of Callowhill and New Market Streets. The fire-engine built by Briggs becoming unserviceable in 1808, a new one was procured of Patrick Lyon. The company removed, in 1812, from the Hay Scales lot to Pool's bridge, which crossed Pegg's Run at Front Street. Piles were driven into the bed of the creek, and upon these the superstructure was built, the front wall being upon the bridge. A large bell, costing eighty-five dollars, was placed upon this engine-house in 1817. A bucket-basket was procured in 1819, and some torches were purchased the same year. The succeeding year two hundred feet of riveted hose was bought and placed upon a reel. Joseph Cowperthwaite was president of this company 1802–3; George Budd, 1803–5; Joseph Grice, 1805–13; Dr. Peres, 1813–20; Samuel Lehman, 1821–23; John M. Brown, 1823–27. The company met at the house of Silas Wilson from 1802 to 1816, from 1817 to 1820 at William Rice's, and afterward at the Norwich school-room, Callowhill and New Market Streets.

The Vigilant Fire Company in 1800 stood on the east side of Second Street, below Vine, on a lot adjoining an old inn formerly known as the Amsterdam Tavern, and in later years as the Barley Sheaf. In the early part of 1813 this company purchased a lot at No. 33 Race Street, between Front and Second, of Mrs. Jane Woglom. The price was sixteen hundred dollars, of which twelve hundred dollars were paid in cash and four hundred dollars remained on mortgage. The company did not take possession of this property until 1815. A cupola was built upon the front portion of the building, in which was placed a bell weighing two hundred and six pounds. A cupola for drying hose was afterward erected on the rear of the lot, and a new bell was procured for the steeple. The meetings of the company in 1800 were held at the sign of the Camel, on Second Street, above Race; but they were changed the same year to the school-room of the Young Ladies' Seminary, back of No. 9 Cherry Street, at a rent of six dollars per annum. In the same year the place of meeting was changed to the Widow Hill's, sign of the Buck, in Second Street, above Race, and subsequently to Parry's school-room, until the new house on Race Street was built. Richard Mason built an engine for the Vigilant Company in 1801 for five hundred and sixty dollars. In 1802 a white hat, with the word "Vigilant," was adopted. In 1817 a light-green hat, with a white label bearing the name "Vigilant," was adopted. In 1825 a hat was adopted painted green, and with a vermilion label on which the word "Vigilant" was painted in gold letters, shaded in black. In 1818 three hundred feet of hose were bought, and the old regulation requiring each member to furnish two buckets was abolished. In 1821 a hydraulion, like that used by the Pennsylvania Fire Company, was bought.

The Delaware Fire Company in 1800 stored its apparatus on a lot belonging to John Fromberger, in Fromberger's Court, which ran from Hartung's Alley to the alley afterward known as Lagrange Place, which ran westward from Second Street, south of Arch. In 1800 a committee composed of Henry Pratt and John Lyle, Jr., was appointed to get a new place, and reported in favor of Front Street and Drinker's Alley. But this was not approved of; and in 1801 a lease was made of ground on the opposite side of Hartung's Alley for eleven years, and a new brick engine-house was erected. In 1807, this lot being needed, the company went back to the old site. In 1811 there was

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another removal to a lot on the south side of Hartung's Alley which belonged to William Rawle. In 1813 the company petitioned Councils for the space under the old court-house, but it did not succeed. Some time afterward Councils granted permission to the Delaware Company to use the house of the Fellowship Company, at the front side of the Jersey Market, but it was too small. A new engine was purchased in 1801 of Richard Mason, to whom direction was given that a ship should be painted on each side of the gallery, as an ornament. This company was well supplied with ladders, having no less than seven from twenty to fifty feet long. These useful implements were stored in various parts of the city. According to a report in 1810, the ladders were placed as follows: No. 1, on the State-House wall, Fifth Street; No. 2, in an alley between Nos. 229 and 231 Arch Street, above Sixth; No. 3, in an alley between Nos. 109 and 111 Race Street, opposite the Golden Swan; No. 4, in an alley between Nos. 194 and 196 Front Street, above Vine; No. 5, in an alley between Nos. 79 and 81 North Third Street; No. 6, under the eaves of the market, nearly opposite the Presbyterian meeting-house; No. 7, in Goforth's Lane, between Second and Third Streets. Among the members of the Delaware Company during this period were Dr. Benjamin Say, Paul Beck, Jr., Henry Pratt (the eminent merchant), James Sharswood (father of Justice Sharswood, of the Supreme Court), Samuel Wetherill, Sr., Samuel Wetherill, Jr., Samuel C. Claypoole, Sr. (at one time publisher of the *Daily Advertiser*), David Paul Brown, and Townsend Sharpless (merchant). Stephen Girard was a member of the Delaware Company as early as 1783, and was active for some years. Isaac Hallowell, father of Judge Hallowell, and Dr. Benjamin Say were presidents of the company before 1800. Amos Wickersham was president for a year or two. Henry Pratt was president for many years. Benjamin Thaw, watch-maker, succeeded Pratt in 1803, and held the office for twenty years. He was succeeded by Townsend Sharpless.

The Sun Fire Company stood at the east end of the Jersey Market in 1800, and had a device of a rising sun emblazoned over its door. In the previous year it owned one engine, one hundred and sixty buckets, forty bags, and forty baskets, managed by forty members. This ancient company was dissolved probably about 1810.

The New Market Fire Company, the apparatus of which stood in the market-house at Second and Pine Streets, had, in 1799, forty members, an engine, and other essentials for the extinguishment of fires. It was dissolved probably before 1810.

The Amicable Fire Company stood on the east side of Fifth Street, below Arch, at the south end of Christ Church burying-ground, and relinquished the stand to the Resolution Hose Company about 1823–24.

The Harmony Fire Company, in the year 1800, occupied, by permission of Hon. William Bingham, a house which was placed on the corner of his mansion-house grounds, and situate either upon Spruce Street or at the corner of Third and Spruce Streets. A new engine-house was erected on that site in 1802, at an expense of one hundred and fifteen dollars. In 1810 the necessity of removal was apparent, and permission was obtained to build the engine-house on a lot on the east side of Fifth Street, nearly opposite Minor, on the Sparks burying-ground, this place having been devised, in 1715, by Richard Sparks as a burial-place for the Seventh-Day Baptists. In 1811 a new brick engine-house was finished there, to which the company removed. The Harmony had in use, in 1811, an old engine which belonged to the Britannia Company before the Revolution, and which was conveyed to them, in 1797, by trustees of the Britannia,—Richard Willing, John M. Nisbet, Isaac Hazlehurst, Chief Justice Shippen, Hon. Robert Morris, Richard Footman, and John Nixon. In 1800, Philip Mason built an engine with a six-inch chamber. In January, 1816, Joseph M. Truman, a member, made a draft of an engine, which was built by Perkins & Jones at an expense of nine hundred dollars. The faults of this machine were its height and heaviness. It was cut down three hundred pounds. A new engine, with a seven-inch chamber, was ordered in 1822, but it was not finished until 1828. The meetings were held for many years in Willing's Alley. In 1812 the place was changed to the commissioners' hall, in the old court-house, at Second and Market Streets; in 1814 at Joseph Albertson's school-room, Church Alley, afterward occupied by Joseph Verdris; subsequently at the Athenæum, Chestnut and Fourth Streets, in the room of the Society of Public Economy. A second story being added to the engine-house, the meetings were afterward held there. Badges were first procured in 1816, when forty-three were painted, and in 1821 it was declared that every member at fires must wear a hat or a badge. In 1825 a badge was adopted, having upon it a device of the Fairmount Water-Works.

The Reliance Fire Company was mainly under the control of Quakers. In 1800 its engine was placed in a house on the lot adjoining the Quaker school on Keys' Alley [New Street], between Front and Second Streets. There was a brick engine-house built there in 1799, on a fifteen-years' lease, which was occupied until the early part of 1823, when the company rented a house on the south side of New Street, above Second, originally for twenty-four dollars a year. The meetings were held at Henry Atherton's school-room; Peter Widdowes' school-room, on Race Street, between Front and Second; and at the Keys' Alley school-house, kept by Joseph Yerkes, and afterward by Elihu Pickering. A new engine was ordered of Patrick Lyon in 1821, but so slow was that famous workman at the time, that the company did not obtain the machine until three years afterward, and only then by the assiduous importunities of a com-

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mittee which for a month waited upon him daily at his house, his shop, or at whatever place he might be. About 1818 the Quakers relinquished to some degree the control of this company to more active young men, among whom were Joseph G. Auner, Henry Schell, Joseph Eckstein, Jacob E. Hagert, Josiah Kisterbock, George S. Geyer, Ebenezer Mustin, and Samuel R. Deacon.

The Endeavor Fire Company, which was in existence in 1800, with forty members and an engine, was dissolved in the year 1816, and the members divided their funds among some of the active companies of the day.

The Alarm Fire Company, which had in 1799 forty members and an engine, must also have gone out of existence before 1810.

The Assistance Fire Company was of German origin, composed chiefly of members of Zion and St. Michael's Lutheran Churches. The meetings were held at the house of Henry Meyers, sign of the White Bear, Fifth and Race Streets. The engine stood on the east side of Fifth Street, below Race, in 1800. In 1808 the trustees of St. John's English Evangelical Lutheran Church granted to the company the use of a lot on the southwestern portion of their property on Race Street, on a lease of twenty-one years, the house to be built of brick. In 1800 the engineers of this company procured a box to carry the hose in, for which thanks were returned by the company for their "ingenious invention," this seeming to be the first employment of a box for that purpose. A bell was presented to the company by Thomas M. Levering, in 1819, which was placed upon the engine-house in 1826.

The Federal Fire Company of the Northern Liberties occupied, in 1800, a brick house in front of commissioners' hall, on Third Street, above Tammany [Buttonwood]. In front of it was a bell elevated upon a post. The company had sixty members in 1800, one engine, one hundred and twenty buckets, one ladder, sixty bags, forty baskets, one hook, and one hundred and three feet of hose. A new engine was built in 1812. The first appropriation by the corporation of the Northern Liberties was made in 1817, and amounted to seventy dollars.

The Relief Fire Company in 1800 had fifty members and two hundred buckets. Its house was in front of the Quaker meeting-house, on Front Street, as early as 1816, and although not active in 1825, the company was still recognized among the fire associations of the city.

The Kensington Fire Company, No. 1, had an engine, and a house with a cupola upon it, and a hose-carriage in 1807, and authorized a fire-hook and pole to be purchased in 1809. The engine-house was removed in 1823 to a lot "adjoining Jacob Moser's." This company embraced originally in its membership representatives of the most conspicuous Kensington families.

The Diligent Fire Company in 1800 had its apparatus in the house on Filbert Street, between Eighth and Ninth, in front of Mrs. Myers' lot. In 1807 a removal was made, and a grant of a lot of ground for twenty-one years on Ninth Street, below Market, was procured from the trustees of the University of Pennsylvania. A brick house was built there in 1811. The original fire-engine, built for the company by Richard Mason, was replaced by another in January, 1822, built by Patrick Lyon, the chambers of which were not less than nine and a half inches in diameter. This engine was the most powerful in America, and was known as "Pat Lyon's masterpiece." It could discharge two hundred and forty gallons of water a minute, out of a nozzle larger than any previously used in America. Lyon was elected a member of the company, and said, in his speech on signing the constitution, that he would endeavor to do justice to the organization. The meetings of the company were held in 1800 at the house of Mrs. Myers; afterward at the house of John Cordner, in Filbert Street, above Eighth. In 1804 they were held at Amos Holahan's Golden Lion, Eighth and Filbert Streets; afterward at the Robin Hood, in Filbert Street; and afterward at Keyser's school-room. Among the members after 1800 were James Traquair (marble-mason), John Dunlap (printer), Dr. Thomas Ruston, Henry Sailor, Timothy Banger, Charlee Keyser, Samuel Fox, Samuel Porter, Michael Lybrandt.

The Franklin Fire Company of Southwark in 1800 had its engine stationed on Catharine Street, above Third, and was in active operation during the quarter of a century succeeding 1800.

The Humane Fire Company had its house in 1800 on the north side of Vine Street, between Second and Third. The company was compelled to remove in 1817, together with the Humane Hose Company. A lot was procured at the corner of St. John and Wood Streets. In 1821 it was resolved that the badge should be a succession of diamonds around the hat, painted on a white ground; a gilt band at the top, and extending around the hat; and in front a blue scroll, with the word "Humane" in gilt letters. In 1825, in consequence of a furnace for drying sugar having been erected on the back end of the lot at Wood and St. John Streets, it was thought dangerous, and a new location was sought. It resulted in the purchase of the lot at Ann and Callowhill Streets, thirty-nine feet seven inches in front by thirty-four feet three inches deep, for nineteen hundred dollars. The old building was altered for the use of the engine, and the alarm-bell, which had been erected on a pole at Third and Callowhill Streets, was placed on the engine-house. The wisdom of the intended movement was soon made apparent, for before the removal was effected the old house caught on fire from the sugar-furnace. The members of this company were leading men in the Northern Liberties.

The Washington Fire Company procured an engine

of Philip Mason in 1800, the color of which, it was directed, should be blue. It was completed in a few months, and cost four hundred dollars. The site was on Walnut Street, between Eleventh and Twelfth. In 1813 notice was given to the company to remove. It obtained from the managers of the Pennsylvania Hospital permission to place their engine on the lot on Spruce Street, between Ninth and Tenth, leased at the nominal rent of four cents a year. The company erected a neat brick house, with a parapet-wall, capped with marble. It was ordered that a bust of Washington, in stucco or marble, should be placed in front of the house, which probably was not done. In December, 1821, the company ordered Patrick Lyon to build them a second-class engine. It was housed by the company on the 7th of January, 1822. It threw a stream of one hundred and fifty feet, and cost nine hundred dollars.

The Friendship Fire Company of the Northern Liberties in 1800 had its engine-house in the middle of Second Street, at the end of the new market at Coates Street. It was then removed to the lot of the German school-house at St. John and Brown Streets.

The Columbia Fire Company had its engine-house in 1800 at the corner of Eighth and Cherry Streets. In 1801 notice was given to remove, and the company located its house on the private burial-ground of the Church family, on Arch Street, between Seventh and Eighth. It was again removed in August, 1804, in consequence of the determination of the Church heirs to sell the ground for building-lots. The company then removed to a lot belonging to George Flowers, on Eighth Street, below Race. In 1811, Mr. Flowers notified them to remove, and they leased a lot of Henry D. Forrest, on the east side of Eighth Street, above Race, below the Lutheran burying-ground. In 1818 the congregation gave the company permission to occupy a lot at the southwest corner of its ground on Eighth Street. Here a building was erected, costing $629.92. This company adopted the anchor as a device in 1796, and it was retained, although the eagle was perched upon it.

The Resolution Fire Company, after the erection of the Shakespeare building at Sixth and Chestnut Streets, kept its apparatus in that portion of the building which was afterward the entrance to the pit of the theatre, and now is the site of the wing of McDowell's tobacco-store. The Resolution Company remained there until 1827.

The Whale Fire Company, which, in 1800, had sixty members, one engine, and one hundred and twenty buckets, ceased in a few years to be active. The engine was a powerful one, and afterward came into the possession of the Fairmount Fire Company.

The Hope Fire Company in 1800 had its house on the west side of the lot of the Presbyterian Church, on Pine Street, below Fifth.

The engine of the Philadelphia Fire Company, which was finished April 7, 1800, was placed temporarily in the house on the Bingham estate, at the northwest corner of Spruce and Third Streets, which had been occupied by the Harmony Company. A committee was appointed to obtain a site for a new engine house, and in the course of the year the company got permission from Caspar Wister Haines to build on a lot on Fourth Street, north of Market. The house which was constructed was of brick, and cost one hundred and sixteen dollars. In 1801 this company directed that every member should "wear a hat of the color of the company" (chocolate), with a label similar to that of the buckets, with the word "Philadelphia" on it. The new engine was not satisfactory in its performance, and it was sold in 1802 for three hundred and fifty dollars, and a new one was ordered of Patrick Lyon for five hundred and seventy-five dollars. In December, 1803, it was agreed with the members of the Philadelphia Hose Company that on the site of the house occupied by the engine company a new building should be erected to accommodate the apparatus of both companies. This was afterward done. The house was about eighteen feet front, and cost two hundred and fifty dollars. The companies remained in this situation until 1811, when the corporations of Zion and St. Michael's Lutheran Churches granted to the use of the engine company a lot of ground on the east side of Fourth Street, below Cherry, twenty feet in front by twenty feet in depth. Here a house was erected with a double-pitched roof, the gable on the street, with a dormer-window. There was a cupola or a steeple, which surmounted a wooden tower, the object of which was to furnish a place in which the hose might be hung up for drying. The structure cost $870.19. Up to 1817 the meetings of the company had been held in the old court-house at Market and Second Streets. In April of that year they were changed to the hall of the Academy of Natural Sciences, No. 35 Arch Street, and, at a later period, to No. 32 Church Alley. Subsequently they were held at No. 118 Chestnut Street, corner of Carpenters' Court. This company was the first in the city which introduced a tender to accompany a hose-carriage. "A two-wheeled carriage was adopted, with capacity to carry seven hundred and twenty-eight feet of hose, and in the minutes for March, 1820, it was for the first time styled a 'tender.'" To accommodate the new apparatus some alterations were necessary in the hose-house. The steeple was removed to the east end, and so enlarged as to accommodate the engine company and the Philadelphia Hose Company. A lamp was ordered to be placed on the hose-carriage, so as to distinguish it; but this seemed to be a difficulty, in the opinion of the committee. As a substitute, that body recommended the purchase of a machine invented by Coleman Sellers, which made a noise "similar to that of a cry of 'Fire!'" Mr. Sellers agreed to allow the company to use this invention free of expense, reserving his own right to a patent. It is supposed to

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have been a wind instrument, which was put in operation by the revolutions of the carriage-wheels. George Catlin made the machine, and, after some dispute as to what it was worth, he was paid fifty dollars. It is presumed that the apparatus was attached to the carriage and "hollered 'Fire!'" whenever it was carried through the streets. It was soon found that the tender was a troublesome affair, and the plan was suggested of placing the hose on the engine. This idea led to the invention, by Sellers and Pennock, of what was first called a combined apparatus, afterward designated a hydraulion. To meet this change the company resolved to sell the engine and tender, which were sold to the Globe Fire Company, the engine bringing five hundred dollars. The hydraulion was finished and placed in the engine-house in February, 1821, and a suction supply-pump was bought for forty dollars, which was generally managed at fires by boys. The hydraulion was a heavy machine, but was ornamental, and was distinguished by figures of dolphins at the corners of the gallery. They were gilt, and to the motto "Prodesse civibus" was given due prominence. This company was very active, and enjoyed the advantage of a large membership for a number of years, the majority of whom belonged to the Society of Friends.

The Weccacoe Fire Company, which was formed May 1, 1800, secured about five hundred dollars by subscription, and procured an engine built by Philip Mason for two hundred and ten dollars, which was housed on the 4th of July, 1800, in a house built for the company by Jacob Reinhard, at the corner of Front and Christian Streets. A bell was placed in front of the house, to be rung in time of fire. Some time afterward the company removed its house to the corner of Union Alley and Front Street, where it remained for two years. The house was then removed to Prime Street landing, and the bell was sent to New Orleans. In 1817 the commissioners of Southwark granted to the company permission to use the lot in front of its hall on South Second Street.

The strength of the fire department of the city and county was much increased between 1800 and 1825 by the establishment of a considerable number of new companies. Up to 1800 the only apparatus used for the extinguishment of fires were fire-engines, with buckets, and a few pieces of hose, which were in possession of the Humane, the Delaware, and the Reliance Fire Companies. The hooks, ladders, and fire-escapes which were in service belonged to the engine companies. The introduction of the Schuylkill water, and the setting up of hydrants and fire-plugs in the streets, encouraged the introduction—in truth, it may be said, the invention—of a new kind of apparatus for the special hose service. The system commenced with the establishment of the Philadelphia Hose Company in the latter end of 1803. After the hose became generally in use, the fire companies gradually abandoned the fire-buckets, and, as there were great numbers of these useful vessels, the result was the setting up of separate organizations known as bucket companies.

The companies which were established during this period were as follows:

Good Will Fire Company, founded March 27, 1802.
Philadelphia Hose Company, Dec. 15, 1803.
Decatur Fire Company, of Frankford, established Feb. 15, 1803.
Good Intent Hose Company, March, 1804.
Resolution Hose Company, April 11, 1804.
Humane Hose Company, April 10, 1805.
Perseverance Hose Company, April 10, 1805.
Neptune Hose Company, Aug. 6, 1805.
Hope Hose Company, Aug. 17, 1805.
Southwark Fire Company, established before January, 1806.
Columbia Hose Company, May 1, 1806.
Southwark Hose Company, May 6, 1806.
Pennsylvania Fire Company, instituted May 16, 1806.
United States Hose Company, September, 1807.
Phœnix Fire Company, formed before December, 1808.
Star Fire Company, formed before June, 1808.
Protectors of Property, before December, 1810.
Washington Hose Company, Feb. 22, 1811.
United States Fire Company, established Oct. 29, 1811.
Niagara Fire Company, instituted before June, 1817.
Charitable Fire Company, instituted before June, 1817.
Venerable Fire Company, instituted before June, 1817.
Defiance Fire Company, instituted before June, 1817.
Phœnix Hose Company, Aug. 25, 1817.
Fame Hose Company, Jan. 1, 1818.
Junior Fire Company, established before July, 1818.
Pennsylvania Hose Company, before July, 1818.
Independent Fire Company, established before Jan. 14, 1819.
Union Fire Company, of Rising Sun Village, March 10, 1819.
Good Intent Fire Company, of Kensington, founded April 26, 1819.
Humane Fire Company, No. 2, before July, 1819.
Franklin Hose Company, July, 1819.
Schuylkill Hose Company, before January, 1820.
Penn Township Hose Company, before January, 1820.
Spring Garden Fire Company, before May, 1820.
Globe Fire Company, May 22, 1820.
Diligent Hose Company, June 30, 1820.
Point Pleasant Fire Company, July, 1820, at Point Pleasant, Kensington.
Fairmount Fire Company, established Feb. 22, 1823.
Hibernia Hose Company, March, 1823.

The following bucket companies were established in the latter part of 1818: Free Will, Liberty, Union; in 1819, Humane, Columbia, Amicable; in 1820, Good Will, Diligent, Washington, United States, Fame; in 1821, Globe, Independent, and Northern Liberties.

The original associators of the Good Will Fire Company were, Adam Eckfeldt, who was the first president, and who held that office during nearly the whole of his life; John Stotzenberg, the first treasurer; James Flanagan, the first secretary; George Armitage, George Walters, John Faunsler, Israel Davis, Henry Rigler, William Walters, and Joseph Saulnier. Henry Hoffner resigned from the Columbia Fire Company on the 29th of March, 1802, in order to join the Good Will. Patrick Lyon furnished an engine for this company in February, 1803, which cost six hundred and fifty dollars. As the streets in the western part of the city were unpaved when the company was established, and many of them remained so for a long while afterward, it was necessary at times to use horses. A tongue was fixed to the apparatus, and this was the first engine in Philadelphia that was drawn to fires by the aid of horses. In 1818 an alarm-bell was purchased by subscription and

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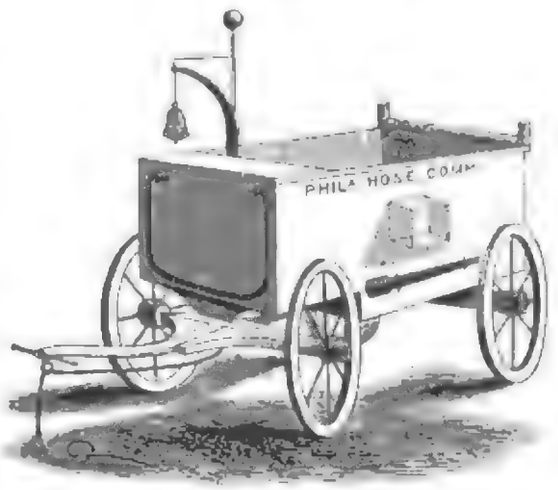
placed in the engine-house. After the fire at the Orphans' Asylum, in 1822, it was determined to fix the bell outside the house; and it was placed upon a pole in the rear. The apparatus of the company at this time consisted of an engine, hose, buckets, and hook-and-ladder.

The Philadelphia Hose Company was the first association for the management of hose at fires established in Philadelphia, and, it may also be said, the first in the world, the small quantity of hose previously in use being the property of engine companies. A severe fire which took place in Sansom Street on the 13th of December, 1803, was rendered more than ordinarily destructive by the want of water, the supplies of hose in use by fire companies being small and not sufficient to carry much water to the engines. The necessity of an organization for the special management of hose seems to have attracted the attention of some young men at the fire on Sansom Street, and two days later they met at the house of Reuben Haines, No. 4 Bank Street. The persons present were Reuben Haines, chairman; Roberts Vaux, secretary; Joseph Parker, Samuel N. Lewis, Abraham L. Pennock, William Morrison, Joseph Warner, and William Morris. They were between seventeen and twenty-one years of age. Charles E. Smith joined them at the next meeting. They made an estimate of how much it would cost for four hundred feet of hose and screws for the same, with a machine for conveying the hose, also for the erection of a frame house. The hose, it was estimated, could be obtained at fifty cents a foot, and the carriage for fifty dollars. According to the estimate, three hundred and fifty dollars were sufficient to place the company in active service. They were successful in raising over seven hundred dollars. Six hundred feet of leather hose, two and a quarter inches in diameter, were contracted for with Frederick Schultz, at the price of forty-three cents a foot. There were eleven sections each fifty feet long, and two of twenty feet.

The first hose-carriage was made after a plan designed by Patrick Lyon. It was in shape something like an oblong box on wheels, and the hose was carried loosely in it. A roller was provided at the end for the hose to pass over, and lanterns were fixed on each side of the carriage, prepared to hold candles. In front was painted the company's motto, "Non Sibi Sed Omnibus," and "Original Institution." The entire cost of this apparatus was ninety-eight dollars. The company went into service for the first time on the 3d of March, 1804, at a fire in Whalebone [now Hudson] Alley, which consumed the stables of Israel Israel. The weather was cold, but the hose answered well, and the members behaved to so much advantage that the Contributionship Insurance Company made a donation to the organization of seventy dollars. A bell was added to the carriage in 1804, to distinguish this apparatus from that of the Good Intent Hose Company, which had lately been instituted. James P. Park, a member, perfected a plan by which the bell was made to move by means of a spring, which was the prime mover, and regulated the ringing, so that, while effectual, it was not continuous. Various improvements were made to the apparatus, among which were delivering-pipes, and bridges to prevent hose from being cut. A hose-carriage upon a new plan was built by Philip Mason in 1806. In that



FIRST HOSE-CARRIAGE.

year a uniform costume for the members was agreed upon, which was the first equipment dress adopted by any fire company in the city. The original by-laws, in 1803, ordered that each member should wear a hat with the words "Philadelphia Hose Company" painted on it, and it was recommended that each member should wear a roundabout jacket. The new uniform consisted of a dark frock-coat reaching within two inches of the knee, and a cape falling over the shoulders, a badge being tied around the ordinary citizen's hat in time of fire.

James Sellers, in 1806, invented a machine for greasing and brushing hose.

In 1807, the Neptune Hose Company having placed an alarm-bell on their carriage, the Philadelphia Hose Company passed a resolution, stating that "we cannot but view with peculiar indignation the flagrant violation and contempt of our acknowledged rights." The Neptune paid no attention to this expression of anger, and James P. Park, who originally applied the apparatus to the Philadelphia hose-carriage, took out a patent, described "for the attachment of an alarm-bell to a hose-carriage or other vehicle for the conveyance of fire apparatus." This patent was not received until November, 1809, when the company placed upon the bell-apparatus a brass plate bearing the inscription, "Park's patent alarm." Mr. Park placed the price of using it at fifty dollars, and suit was instituted against the Neptune Hose Company, which then yielded, took down its bell, and allowed the Philadelphia to monopolize the privilege of making a noise in the streets. Three years afterward the Good Intent Hose Company, notwithstand-

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ing the terrors of a suit for the infraction of Park's patent alarm, determined to use two bells on their carriage. They were suspended upon a gallows, and fixed upon springs similar to those of common house-bells, an arrangement entirely different from that of Park's plan.

The Philadelphia complained to the Fire-Hose Association, which decided that the use of bells by the Good Intent should be discontinued; that the attempt of the Good Intent to use bells was an interference with the peculiar badge of the Philadelphia; and directed that they should be removed from the carriage. The company, refusing to obey this, was expelled from the Fire-Hose Association. Suit was brought in the United States Circuit Court by Mr. Park against the committee of the Good Intent which ordered the bells to be placed on the carriage. The case was heard before Judges Washington and Peters, Joseph R. Ingersoll and Peter A. Browne being among the counsel. The defense contended that the principle of attaching bells was not novel, and that the Perseverance had bells before Park's alarm was used by the Philadelphia, but being accidentally broken were not renewed. The Neptune had removed its bell because too expensive. The jury found for the defendants, and the Philadelphia resolved to abandon the right to use bells altogether, and by resolution informed the Fire-Hose Association of that determination. The Good Intent was readmitted to the Association, and as a token of triumph resolved to adopt two bells as the badge of the company. The Philadelphia still clung to the idea of a distinguishing badge in the form of a bell, and a new contrivance was adopted by which the motion of the wheels of the carriage raised a lever at regular intervals, which struck the bell as the carriage was dragged along the streets. The sound was different from that of the ordinary bells, and when the improvement was finished the members of the Philadelphia felicitated themselves that at length they had a badge of distinction.

In 1807 the hose-carriage seems to have had a cylinder on which the hose was wound. The introduction of two rollers on the end of the carriage, in order to thoroughly expel the water from the hose, was another improvement. In 1809 the committee reported that by dispensing altogether with the box-body of the carriage, and retaining only the wheel of the hose, the axles of that wheel passing through the larger wheels would make the latter a direct support for the hose. The result was the abandonment of the box, and the adoption of a plan by which the hose-wheel was supported on an open arch sprung from standards or supports resting upon a body fixed to the axle of the carriage. In 1814, James Sellers built for the company what was called "a combined apparatus,"—an engine and hose-carriage after the plan of Rowntree, of London, which he called a hose-engine, but which in later times was called a hydraulion. The machine of Sellers was different from that of Rowntree, and was worked by hydraulic and hydrostatic pressure. This machine was finished and housed in September, 1814, and cost over fourteen hundred dollars. The carriage had two reels for hose. The sections were carried from the back wheel by a roller fixed on the engine. The hose upon the front of the carriage was carried from a wheel over the roller, passed over the carriage, and then under the body of the engine.

In July, 1811, an experimental committee on the subject of hose, which had been appointed on account of the frequent bursting of sewed hose, reported in favor of the utility of rivet hose. The members of this committee were Abraham L. Pennock, James Sellers, and Isaac Wainwright, the two former being really the inventors of that kind of hose, afterward obtaining a patent for it. A trial of one section of the hose, under the pressure of the hydrants and the full force of the Resolution engine, was found to be satisfactory, and before the end of the year 1811 the company had eight hundred feet of hose on the new plan. At first it was riveted with two seams, but it was soon found that one seam was sufficient. It was manufactured by Jenkin S. Jenkins & Sons, and was fastened with turned iron rivets and burrs. One of the difficulties attending the use of the rivets was that they were liable to rust; but in a short time rivets were used which did not tarnish. In 1812, Sellers and Pennock invented a furnace for drying hose. It was in the shape of a tower, built of brick, and was filled from the top with charcoal, which was fastened down. Fire was applied from below. The tower-furnace was carried up through a wooden steeple, in which the wet hose was hung, and was dried by the gradual heat. The original house built for the use of the company was at No. 17 North Fourth Street, on a lot belonging to Reuben Haines.

In August, 1811, Zion Lutheran Church granted to the Philadelphia Hose Company and the Philadelphia Fire Company the use of a lot on the east side of Fourth Street, below Cherry, and adjoining the church. Here a spacious double house was erected, which was occupied by the two companies for many years. There was a strong experimental spirit among the members of this association, which revealed itself at times in odd ways. Thus, in 1817, an alligator skin having been presented to the company, a committee was appointed to ascertain whether it would not be useful for hose; but they reported against it, on the ground that its "tessellated and rough surface would increase the friction and force necessary for the water to pass over it." The hose-engine was a ponderous machine, without springs, and difficult to manage. It became unpopular among the members, and was disposed of in April, 1817, to James Sellers, the builder, who took it in part payment for another one which he built for the company. The old one was disposed of to the Friends' Asylum, at Frankford. A committee composed of A. L. Pennock,

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Thomas M. Pettit, and William A. Griffiths, was appointed to deliberate upon a name for the machine. They reported in favor of the word "hydraulion,"—from the Greek *hudor* (Latin *hydra*), water, and *aulos*, a pipe,—which they thought would express the nature of an engine for propelling water through pipes. As a "badge of distinction," it was resolved to fix to the hydraulion a machine which produced, by the action of wind upon vibrating plates and tubes of metal, a trumpet-sound. The contrivance was obtained and fixed upon the hydraulion. But the hopes of the members were disappointed on hearing it, as it squeaked more like a penny trumpet than the blatant instrument used in war to sound the charge or retreat. In 1819 a gong was fixed to the hydraulion, and in order to accomplish the necessary noise a person was employed to accompany the machine and beat the gong. This individual was an enthusiast in his profession, and he soon accomplished the destruction of the gong by belaboring it so severely that it cracked. Another gong was obtained, and fixed in its place, but the sound was not sufficiently sharp and annoying, and the company resolved to take it down and put up the old bell.

In March, 1820, John K. Kane and Dr. Benjamin Say invented a contrivance for conducting water from a pump into the hose. They called it a "conductor," and presented it to the company. After four years' trial of the hydraulion the members became dissatisfied with it, and determined to procure a new machine. This was made by Samuel V. Merrick, and was finished in 1823. It was thought to be a superior engine. It included a forcing and suction apparatus. The cylinder was eight and a half inches in diameter. The reels held eleven hundred feet of hose. The flambeaux were of novel construction, and so fixed that one of them could be elevated fifteen feet above the ground. The suction drew water from the river Delaware, and forced it through eighty feet of hose one hundred and thirty feet from the branch-pipe. At several fires the suction drew water four hundred feet, and discharged it a distance of eighty feet from the vent.

On the 24th of July, 1805, a general meeting was held of the directors of the Philadelphia, the Good Intent, and the Humane Hose Companies, at which certain rules were adopted in regard to their intercourse at times of fire. This was the beginning of what was afterward called the "Fire Hose Association." This body continued in existence until July, 1817, when it dissolved itself, the reason being that it could not enforce its resolutions. Immediately afterward the Fire Association—composed of fire companies and hose companies — was established, and the Philadelphia entered the union. In 1818 it was proposed to make the association an insurance company, which the members of the Philadelphia opposed, and then withdrew. In 1825 the Philadelphia rejoined the association.

There was considerable difficulty at the period when what is now called "hose" came into operation as to the proper method of spelling that word. In the minutes of the old engines it is called, according to the fancy of the secretaries and writers of the minutes, "hoose," "hooze," "hoase." The founders of the Philadelphia called it "hose," but the founders of the second company formed for hose service rejected that spelling, and in veneration for the past, we may suppose, adopted something more ancient. Thus it happened that on the 8th of March, 1804, the Good Intent "Hoase" Company was formed; and, despite all usage to the contrary, it remained a "hoase" company until August, 1824, when, by special resolution, the secretary was ordered to spell the word according to modern form. In 1806, and at the time of its institution, the following were members: Jesse Thomas, Samuel Newbold, Moses Lancaster, Joshua Andrews, Thomas Newbold, David Cox, Andrew Fisher, George W. Jones, Isaac Tyson, Jr., Joseph Lippincott, Humphrey Atherton, David McKenny, James Howell, Joseph Lownes, Caleb Lownes, Mahlon Jackson, Samuel Harper, Charles Leeds, Benajah Farquhar, Richard Jackson, Lindsay Nicholson, Joshua Bolton, William Chandler, William McCollom, Thomas Owen, Nathan Dunn, Thomas Ellison, Joel Atkinson, John Justice, Richard Nisbet, John Ware, Thomas Shields, Andrew Ashton, William C. Wright, Joseph Tatem, Thomas Dilworth, Elisha Brown, Harvey Lewis, Joseph Ridgway, Thomas Owen, Thomas S. Field, Thomas Bowman, Samuel English, Samuel Stokes, Joseph Hunter, Joseph Rakestraw, Richard Pryor, and Powell Stackhouse. The great majority of these persons were Quakers, and the minutes were kept in the Quaker style. Furthermore, the original house of the company was built upon the property of the Quaker school, on the east side of Fourth Street, below Chestnut. The first "hoase"-carriage was finished in February, 1808, and was of the box shape. On the front was a perpendicular pole, capable of sliding up and down, upon which a lamp was fixed for a badge; but that plan was soon given up in consequence of not producing the desired effect. The contest between this company and the Philadelphia in regard to the use of bells is referred to on a preceding page.

In August, 1814, it was resolved to place the hose upon a reel, which, being elevated higher than the top of the old carriage, it was found necessary to enlarge the hose-house. At the same time, in order that any member might easily obtain access to the carriage, a latch was placed on the door from which a string might be pulled. In 1816 the first "coffin" was procured, and it was called "a labor-saving machine to brush hose." Three lamps were placed on the carriage,—one in front and one on each side. In 1820 the carriage was painted with white, picked in with another color.

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On the 11th of April, 1804, in the spirit of the motto, "Esse utilis conabimur" ("To be useful is our wish"), the following young men associated themselves as the Resolution Hose Company: Henry Fries, John S. Willett, John K. Drummond, William Milner, John Nisbet Blathwaite, T. Shober, William Delaney, Jr., Richard Standley, Mark Richards, James W. Delaney, Adam Traquair, Henry Beckman, Moses Thomas, Cecil G. Stevens, Peter Muhlenburg, Jr., Samuel Hughes, John Hughes, John Duffield, James Traquair, Jr., George Woolfley, John Towers, Luke King, John McDonald, John B. Smyth, Cornelius H. Faulkner, Gerard Strong, Thomas Coates, Jr., James McKaraher, John W. Blanchard, Samuel Benezet, Jr., and Thomas Reeves, Jr.

They procured a hose-carriage on the box plan. They adopted as their badge of distinction a red signal-lamp. The hose-carriage was placed on a lot on the south side of Market Street, nearly opposite Elbow Lane, and was housed in a shed. In 1810, William Warren, manager of the new theatre on Chestnut Street, granted to the company the right to house its carriage on Carpenter Street, near Sixth, where the old gallery entrance was afterward opened. The Resolution Fire Company, established in 1797, was at the same time housed in a portion of the theatre, on Sixth Street, which was afterward used as a pit entrance. The badge adopted by the Resolution was an eagle with expanded wings, which was painted on the hat, and when the Columbia applied for admission to the Hose Association the Resolution objected to its using the national bird as a badge. The protest was not sanctioned, whereupon the Resolution withdrew from the association. Rivet hose was obtained in May, 1812. A bell was placed on the hose-carriage in 1817, and in the latter part of that year, or the beginning of 1818, a new carriage was obtained with a cylinder four feet in diameter. An arch was thrown across the carriage in front, from side to side, upon which was placed a lamp with a red light and a fine-toned bell. By the destruction of the Chestnut Street Theatre, on April 2, 1820, the Resolution Hose Company was burned out. The carriage and hose were saved, but the books and papers were lost. The Philadelphia Hose Company gave the Resolution permission to put its carriage in its house until accommodation for it could be found. Before the theatre was rebuilt, Mr. Warren allowed the company to build a house on the old site, which was two stories in height, and had an upper room for meetings. In July, 1821, a new carriage was ordered that was built upon springs, about which there was great investigation and a learned report. Thomas Ogle finished this carriage in December, 1821. In the next year, on account of the plan of rebuilding the theatre, the company was obliged to relinquish its quarters on Carpenter Street. It obtained the house of the Amicable Fire Company, on the east side of Fifth Street, above Market. An arrangement was entered into by which the Amicable went out of active service and yielded up its apparatus, etc., the Resolution assuming the debts of the Amicable, which were fifty dollars. Christ Church gave the company a twenty-years' lease, provided they would have a vault under the hose-house. John Haviland designed the plan, and the building was finished in 1823.

When this company was instituted, the members were generally Americans; but John W. Blanchard, an original member, was a native of France, and soon introduced so many of his countrymen that the company became known as "the French company." The following were those who were admitted in this way: John Bosquet, E. G. Dutilh, F. Thibault, J. B. Andraulle, Edward Chaudron, J. M. Besson, J. E. Destouet, E. Bourckle, Peter Bizat, L. Borie, A. F. Brasier, P. Lehman, Charles Durang, Ferdinand Durang, J. Bouchard, A. Blenon, H. Paillet, D. Gardere, J. De Laport, L. Perdriaux, G. Cure, J. Castagnet, F. Tete, T. H. Tuyes, Eugene Baudray, Gus. Gaschet, John Ducoring, W. Frederick, John Shelmerdine, P. Destouet, Edward Laraque, L. A. Besson, A. J. Levy.

The three hose companies first instituted belonged to the city of Philadelphia. Their success led to the institution of a new company, to be located in the Northern Liberties. This association, which was called "the Humane Hose Company," was instituted at a meeting held on the 10th of April, 1805, at John Smith's tavern, sign of Gen. Washington, on Vine Street. Conrad Hester was chairman and Charles Sellers was secretary. There were present on that occasion Frederick Buck, John Rink, Adam Stricker, and Andrew C. Barclay. Measures were taken for the formation of a company. The articles were signed by the gentlemen above named, together with Richard Heimberger, Louis Evans, John Keasler, Henry Fisler, James P. Bewley, Ezra Comby, Jr., Hugh White, Daniel Fling, Matthew Heimberger, Abraham Comby, Charles Hill, William Hankinson, Philip Heyle. The permanent officers elected were Philip Heyle, president; Conrad Hester, vice-president; Louis Evans, treasurer; and Andrew C. Barclay, secretary. The subscriptions for the assistance of the company were liberal. A hose-carriage was contracted for with Patrick Lyon, which cost one hundred and two dollars. It was of box shape, with an oval front. The color of the body was yellow, tipped with red, and the wheels were red. The name of the company was painted on the front by John A. Woodside. Five hundred feet of hose were also contracted for. By some arrangement with the Humane Fire Company, it was understood from the beginning that a house could be obtained adjoining that of the latter, upon the north side of Vine Street, between Second and Third. The hose-house was nine feet front and fifteen feet deep, and cost twenty-four dollars. The front was painted yellow, the blinds were green, and the

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doors were of mahogany color. The hose, which was of leather, was manufactured by Warren. The company met for some years at Moulder's school-room, in one of the Norwich markets, at the intersection of St. John and Callowhill Streets.

In 1817 the old box hose-carriage was altered, and a hose-wheel and bells were added. In the same year the Humane Hose Company and the Humane Fire Company, being obliged to remove from the house on Vine Street, built a wooden house at St. John and Wood Streets. The lot occupied by the two companies was sixteen feet front by twenty feet deep. The fire company removed from that location in 1825, and went to the corner of Ann and Callowhill Streets. The hose company remained there until 1829.

The Perseverance Hose Company was established on the 27th of May, 1805, by a number of boys and young men, nearly all of whom were house-carpenters, either apprentices or journeymen, and who resided in the neighborhood of Fifth and Wood Streets. Several of them were apprentices of Philip Justus, Nathan Smith, and Frederick Forepaugh. The minutes of the company gave the ages of these, on the 5th of July, 1806 (a year after the institution of the association), as follows: Hudson Burr, nineteen years; O. Robbins, twenty-five; W. C. Hancock, nineteen; Joseph Smith, nineteen; John Ellick, nineteen; H. L. Melcher, twenty-two; C. S. Ellick, seventeen; P. Culman, nineteen; John Bender, Jr., twenty-one; I. Burr, twenty; William W. Way, nineteen; John B. Prentiss, nineteen; J. Sovers, nineteen; Peter Weynant, nineteen; Peter Deal, nineteen; C. Taylor, twenty-one; George Bower, twenty-five; Joseph Robbins, nineteen; C. Price, —; Frederick Frailey, twenty-three; J. Steinmetz, nineteen; J. Wilkins, twenty-two; George Hitner, twenty-two; J. Erzenhert, twenty-four; John A. Woodside, twenty-four; N. Roberts, twenty-three; B. Taylor, twenty; G. Fry, twenty-two; Thomas Gaskill, twenty-one; T. E. Warner, nineteen; J. Ritter, eighteen; J. Jackson, twenty; Frederick Vogel, twenty-four. In addition to the above, there were at the first meeting Henry Magee, Ralph Smith, Joseph Servoss, George Wilson, and Jacob Levan. They adopted for their motto, "Perseverentia Omnia Vincit." They were without means or influence, and their progress was slow. At the time of the fire in Pennington's sugar-house, Vine Street, below Third (21st of September, 1805), the company had neither house nor hose-carriage. They began the acquirement of suitable implements by the purchase of four or five sections of hose, which they carried on their backs to fires, and succeeded in supplying the Philadelphia Fire Company. The members being generally carpenters, it was not necessary that they should go to Patrick Lyon for a hose-carriage. They resolved to build one themselves, the material being contributed by friends. It was constructed at the house of Philip Justus. They afterward obtained the use of a lot of ground owned by Catharine Lowery, situated back of Vine Street, between Fifth and Sixth, and accessible by Branner's Court. Here, with their own hands, they built a hose-house. But in 1809 the trustees of St. John's Lutheran Church granted them a site on Race Street, west of Fifth, for the term of twenty-one years, and there they erected a brick building, to which their apparatus was removed. In 1812, after seven years' service of the original carriage, a contract was made for another, which was the first one built on springs, and the second one built with a cylinder-wheel.

The Neptune Hose Company was formed at a meeting of young men at Dunn's Hotel, Aug. 6, 1805, at which Michael Nesbit was chairman, and Jacob Chrystler was secretary. There were present, beside the officers, Moses Thomas, William Carr, William M. Becharms, Emanuel Spangler, John Hutton, John Neckervis, Isaac Pennington, Joseph Redman, John Scheetz, Edward A. Evans, John Chrystler, George Sickle, James Stokes, and John M. Funk. The company adopted a hat, the ground color of which was black, and on the front was a painting of "Neptune" holding a trident, and drawn in a car by two sea-horses. It was the most elegant hat worn by any company at that period. The motto was "Pulcher um est beneficere res publica," which was thus interpreted, "It is a glorious thing to be serviceable to the public." Moses Thomas was elected president, Emanuel Spangler, secretary, and George Sickle, treasurer. The carriage was made by Patrick Lyon for one hundred and thirty-five dollars, and four hundred and fifty feet of hose were furnished by Frederick Schultz for two hundred and eighteen dollars. The carriage and hose were finished, and were in the hands of the company in December, 1805, being temporarily deposited in a chair-house in Watkins' Alley, which led from Third to Bread Street, nearly opposite Cherry, and was afterward called Fetter Lane. In August, 1806, the county commissioners gave the company the privilege of depositing its carriage in a house for the accommodation of a fire company, which had been built in front of the Walnut Street prison, at the southeast corner of Sixth and Walnut Streets. The company remained here only three months, and at the end of that time resolved to return to the old house in Watkins' Alley. In 1807, the apparatus was removed to the house formerly occupied by the Neptune Fire Company in Coats' Alley, running from New Market to Second, above Vine Street. Subsequently it was removed to a house on the south side of Race Street, east of Fourth, upon a portion of the lot belonging to the German Reformed Church. In the latter part of 1818, notice having been given to the company to remove from the church lot, a coach-house and stable situate in Cherry Street, between Fifth and Sixth, was rented, and the apparatus was removed to that place.

The Hope Hose Company was organized on the

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5th of August, 1805, by a number of young men resident in the vicinity of Second and Pine Streets. They were Thomas F. Gordon, Robert Gordon, William Henderson, William J. Faulkner, Benjamin Griffith, G. Lyndall, Thomas Nixon, James Roddy, Adam Cook, Alexander Wilson, Thomas H. Dawson, William Colton, Jenkins P. Tutton, D. McCaraher, D. Dawson, J. Robinson, D. Freil, and William Stevenson. Philip Mason made the hose-box, which was ready in December, and hose was procured in the fall of the same year. The company obtained permission from City Councils to occupy a hose-house in the hall erected at the northern end of the new market at Second and Pine Streets. This was the easternmost house for fire apparatus, and had been occupied by the New Market Fire Company, which was dissolved about the year 1800. Permission was given to the Hope Hose Company to ring the bell in the cupola in time of fire. In June, 1806, the company adopted the following motto: "Omnis actus specificatur ab objectu" ("Every act is specified from its object"). A new hose-carriage, obtained in 1816, cost $317.55. John A. Woodside painted a handsome frontispiece, representing "Hope" with her anchor. The old carriage was repaired, and was also kept in use. In September, 1819, another hose-carriage, built by Jeffries & Nuttall for the Franklin Hose Company, which latter association was dissolved about that time, was bought for three hundred and forty dollars.

The Southwark Hose Company probably had its origin in the Southwark Fire Company, an association which was established some time after the early part of the year 1799, and before the spring of 1806. It is not certain whether the hose company succeeded to the rights of the fire company, or whether the name and objects of the latter were changed. The members of the hose company claim the date of its institution to be May 6, 1806. The earliest minutes in possession of the company some years ago commenced in 1807, at which time it possessed a hose-carriage built by Patrick Lyon and a quantity of hose. The location of the hose-house was on the north side of Almond Street, east of Front. The stated meetings were held for many years in James Crowell's school-room, in Shippen Street below Second. The original members were Richard Barrington, John Dolby, Isaac Roach, Jr., James M. Linnard, Emanuel Lewis, Jacob Copeland, William Myers, John Durney, Lewis Carson, Robert McMullen, Jr., Archibald Maxwell, James Crowell, Thomas Wright, John B. Austin, James White, Isaiah Jones, R. G. Martin, Andrew Donaldson, Samuel Workman, H. Hewlings, George Patton, William Holmes, Joseph P. McCorkle, Caleb Milburn, Thomas Sparks, John H. Curtis, William H. Stewart, Benjamin Thomas, Jr., Alexander Frankford, and William Hunter. The company was in possession of the engine of the Southwark Fire Company, and measures were taken to sell it, in 1808, together with the house. A new carriage was presented to the company by Conrad Gurn in 1811. During the war of 1812 a volunteer company was formed from the Southwark Hose Company, which was called the "First Independent Company of Artillerists." James M. Linnard was captain. They served at Camp Bloomfield, Kennett Square, Chester Co., in the campaign of 1814. Isaac Roach, one of the founders, subsequently mayor of this city, went into the regular army of the United States as lieutenant, and afterward obtained the rank of captain. The hose-carriage became worn out in 1815, and one was borrowed for a time from the Fire-Hose Association, which was composed only of companies located in the city of Philadelphia. The Southwark, belonging to an adjoining district, was not allowed to belong to that association, an exclusion which operated to the injury of the Southwark, as appropriations from City Councils and donations from insurance companies were frequently allowed to the Fire-Hose Association, or to companies located in the city of Philadelphia. The corporation of Southwark would give no assistance, and, as the only means of sustaining the institution, it was recommended by a committee that the company should remove into the city of Philadelphia. This was carried, and the city commissioners gave the company the use of the house in the hall-building at the southeast corner of the Second Street market, at Second and South Streets; but the members subsequently obtained the house at the other corner. The removal took place May 22, 1815. In the mean while the commissioners of Southwark had been brought up to such a point of generosity that they made an appropriation of one hundred dollars for the use of the company; but finding that it had removed before the money was paid, a disposition was manifested to withhold it. Eventually the company received it, and it might be considered in satisfaction of all past services.

Another appropriation of one hundred and fifty dollars, however, was made in 1819, which came very acceptable in helping to defray the cost of a new hose-carriage, built by Jeffries & Nuttall for three hundred and ninety-seven dollars. The old bell which had belonged to the Southwark Fire Company, and which had been in use at the hose-house on Almond Street, was placed in the steeple of the building at Second and South Streets, in the latter part of 1820. It was afterward used as an alarm-bell. A torch, instead of a lamp, was placed in front of the hose-carriage in June, 1822. In March, 1823, John Neagle, artist, volunteered to paint a frontispiece, and the apparatus was repainted at the same time, the ground shade being blue. Bells were added to the carriage at this time, the first used upon it. Among the persons who became members between the institution of the company and the year 1825 were James J. Barclay, who is still living, and has been for many

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years active in the affairs of the House of Refuge and of the Deaf and Dumb Asylum; Archibald Randall, afterward judge of the United States District Court; Thomas S. Bell, associate justice of the Supreme Court of Pennsylvania; John Neagle, artist; and Wilson Jewell, afterward a prominent physician.

The Columbia Hose Company was established May 1, 1806, by persons resident in the neighborhood of Seventh and Cherry Streets, who were friends and adherents of the Columbia Fire Company. The latter gave to the hose company, as soon as it was instituted, eighty feet of hose. The hose-house was established on the south side of Cherry Street, above Seventh. In 1810 a new carriage was procured by the company. It had upon it the device of an eagle with outstretched wings, the use of which was considered by the Resolution Hose Company as an infringement, it having previously used that emblem.

The Pennsylvania Fire Company was formed at a meeting of young men at Parker's Inn, and at subsequent meetings at commissioners' hall, which was in the old court-house, at the centre of Market and Second Streets, and at Parsey's school-room. The original members were Edward Simmons, Jr., president; Jesse W. Roberts, secretary; Richard G. Paxson, treasurer; Evan Davis, B. W. Flower, Joseph Field, Samuel R. Fisher, Jr., William Charleton, John Elfreth, Benjamin Walton, Otis B. Merrill, George McGlassin, Joseph F. Ridgway, William Armer, Isaac Pennington, T. S. Roberts, Richard F. Allen, John Parry, Israel Howell, Thomas Barnes, J. P. Hutchinson, Richard Wistar, Jr., and Joseph Donaldson. The members determined to wear sky-blue hats, with the Pennsylvania coat of arms painted thereon by John Justice; special exemption, however, being given to one member who was allowed to have his hat painted by John A. Woodside. A new engine was built by Patrick Lyon. It was painted yellow, was decorated with the Pennsylvania coat of arms, and cost seven hundred and fifty dollars. It played fifty-six and two-thirds yards without the spray, and was asserted by the company to be equal to any engine in Philadelphia. In February, 1808, the directors of the Philadelphia Library Company granted to the Pennsylvania Fire Company the right to put up a house on the northwestern portion of a lot adjoining the library. It was one story in height, and was taken possession of in August of that year. In 1819 this company procured a suction-pump, made by Bacon, which was placed on wheels, and hose carried with it. The pump was stationed in a gutter, and sucked up the waste water from the engines. In December, 1820, a new engine was procured of the first class from Perkins & Bacon. It cost nine hundred dollars, and played two hundred and six feet without the spray. Shortly afterward a hydraulion, which carried three hundred feet of hose, was purchased. For this apparatus the company gave the suction-pump and one hundred and forty dollars cash. A suction was attached to the hydraulion in January, 1823.

The United States Hose Company was formed in September, 1807, at a meeting of young men, among whom were Daniel C. Ellis, president of the meeting; Joseph Askew, secretary; Randolph Hutchinson and William L. Norton. There were twenty-one members in all, between the ages of seventeen and nineteen years. They procured sufficient money by subscription to buy one hundred and twenty-five feet of hose. The Philadelphia Hose Company loaned them their old carriage. The new association went into active service, and received from the county commissioners the right to place their apparatus in the old hose-house on the southeast corner of Sixth and Walnut Streets, on the prison lot. They continued in active service about a year, after which the affairs of the company were neglected, and the association was finally dissolved.

The Phœnix Fire Company was represented in the latter part of 1808, in a communication to the Southwark Fire Company, by Paul C. Stewart, Joshua Harlan, and John A. Aeckel. Samuel Kennedy was president of this company in May, 1818. Shortly afterward the house of the company was removed to Bread Street, near Arch, and the company was dissolved about 1821.

The Star Fire Company was instituted probably after the year 1800. It was in existence in June, 1808, but it was not in service ten years afterward.

An association called the Protectors of Property from Fire was formed before the month of December, 1810, to guard property in case of fire. Their implements consisted of bags, buckets, and apparatus to take furniture, goods, etc., to a place of safety. The house of the company was established in Hartung's Alley, south of Arch Street, and east of Third.

The Washington Hose Company was instituted Feb. 22, 1811. The first hose-house of the company was situate on a lot granted by the University of Pennsylvania, on the west side of Ninth Street, below Market. Afterward it was removed to the west side of Tenth Street, at Filbert.

The United States Fire Company was formed at a meeting held at Kennedy's Hotel, Letitia Court, composed of Powell Stackhouse, president; Giles Love, secretary; George Widdifield, Hastings Stackhouse, George Wilson, John T. Ware, Benjamin B. Forepaugh, Enoch Nicholls, Samuel Jones, Thomas Zell, Abraham Mitchell, Jr., Christian Sulger, Chester Chattin, Thomas W. Carson, James Stackhouse, and Enoch Middleton. To these were added, at the first meeting after the formation of the company, John Scott, Francis Lasher, Thomas Palmer, and James Chapin. The object of the establishment of the company was for the security of the northeastern quarter of the city and liberties. The meetings of the company were removed in November to Simpson's school-room, Second, below Margaretta Street. The com-

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missioners of the Northern Liberties granted the company the right to occupy the house at the bridge on Second Street, above Callowhill. At the same time the Northern Liberty Company had its house on Poole's bridge, on Front Street. An engine built by Patrick Lyon was procured in the latter part of 1812. The company bought a lot of ground in 1819 on the west side of Fourth Street, north of the intersection of Old York road. The lot had fronts upon the two streets, and upon it was erected a substantial two-story brick building, with a cupola and bell. This house was occupied by the company on the 11th of September, 1819. The funds for the cupola and for the bell were presented by residents of the neighborhood. The building committee consisted of John M. Ogden, George Widdifield, Thomas Zell, Enoch Middleton, Jesse Ogden, Jonathan P. Smith, and Isaac Parry.

The Niagara Fire Company was instituted after the close of the war with Great Britain, and is believed to have been composed in majority of members of the the second company of Washington Guards, of which John Swift was captain. Mr. Swift resigned from the Philadelphia Hose Company in January, 1818, to join the Niagara Company. Isaac G. Elliott was secretary of the company in 1818, and Thomas Lewis is 1819. In the latter year John M. Scott was president. The house occupied by the company on Zane Street, above Seventh, was built on speculation by a carpenter. There was room enough in it for two fire companies, and the Phœnix Hose Company was co-tenant with the Niagara. The property was sold, and was bought by the Phœnix. The Niagara removed from the premises in 1822, sold the apparatus, and the company was dissolved.

The Charitable, Venerable, Defiance, and Junior Fire Companies were in service in 1817. They were probably new companies. They did not last long. The Junior was in service in 1818, the Humane Fire Company, No. 2, and the Independence Fire Company in 1819, and the Spring Garden Engine Company in 1820.

The Phœnix Hose Company was established on the 25th of August, 1817, by ten young men,—Thomas McEuen, M.D., Charles Macalester, Jr., Edward Yorke, Ashbel G. Jaudon, Benjamin Carman, Dodsworth Peacock, Henry D. Carrell, John McPhail, Henry B. Reese, and Robert Aertsen. To these were added, during the same year, J. C. Homann, Jr., John B. Dobbins, Alexander L. Hodgdon, Hudson Carman, William E. Whelan, N. W. Robinson, H. Stoddart, Thomas O. Duncan, and F. A. Muhlenberg. They obtained a location for their apparatus in the house of the Niagara Fire Company, on the north side of Zane [Filbert] Street, above Seventh. A hose-carriage was procured, and a badge was painted on the front by Woodside, which was directed to be "a phœnix rising from the flames, on a blue relief, surmounted by a gilt or white scroll, with the name of the company inserted, and a gilt star." In March, 1820, a committee appointed for the purpose reported in favor of obtaining a combined apparatus, uniting the properties of a hose-carriage and an engine. It was built by Sellers. The carriage part of the machine was painted in cream-color, picked in with black, and the body of green. Upon trial, in 1820, the engine played one hundred and fifty-three feet through the branch-pipe attached to a ten-foot section of double-rivet hose. In December, 1820, the company bought the house which it had occupied on Zane Street, above Seventh, from the Niagara Fire Company. The latter removed from the premises before May, 1822, at which time the Phœnix resolved to construct a new house, three stories in height, which it was estimated could be done for one thousand dollars. Actually it cost, with the furniture, two thousand three hundred and forty-nine dollars and eighty-eight cents, and the company was greatly embarrassed by this debt for some years.

The Fame Hose Company was instituted Jan. 1, 1818. Among the original members were Edward Irving, Samuel P. Griffiths, Jr., and H. M. Tucker, who were appointed a committee, on the 9th of March of that year, to procure a hose-house. They obtained from the county commissioners the use of the house at the southeast corner of Walnut and Sixth Streets, at the Walnut Street prison, but did not remain there long, having been successful in obtaining from the Philadelphia Library Company the use of a lot of ground on Fifth Street, adjoining the house of the Pennsylvania Fire Company. A house was built there for the use of the Fame, and a plan was fixed upon by which the fronts of the two houses were made uniform in appearance.

The Pennsylvania Hose Company was established in July, 1818,—Dennis P. Whelan, president; and William Kennedy, secretary. At that time an application was made to the Pennsylvania Fire Company for a donation of old torches, which was complied with.

A company called the Independent Fire Company was in existence before Jan. 14, 1819.

The Good Intent was the second fire company established in the district of Kensington. It was formed April 26, 1819, at a meeting held at Isaac Boileau's school-room,—John Wood, chairman; and Isaac Boileau, secretary. The following-named gentlemen were associated with them: Howe Keith, Samuel P. Courtney, Isaac J. Kipp, Thomas Reading, William Vandyke, George App, Adam Miller, Samuel Weyant, John Seddinger, Joshua Bowers, David Jones, William Jones, James B. Wood, Peter Steinmetz, Joseph Wood, Nathan Barnaba. A wooden house was erected on the lot at Prince Street and Frankford road, which belonged to Mr. Camac, and an engine costing one thousand dollars was bought of Patrick Lyon, July 13, 1820. The company also had a bucket-carriage.

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The Franklin Hose Company was established before 1819, and stood on the east side of Eighth Street, between Cherry and Race. It was nicknamed at one time "the Bootmakers' Company," and it was asserted that the hose was made of boot-legs. Jeffries & Nuttall built a carriage for the company in 1819, which the members of that firm would not deliver until paid for. The Hope Hose Company bought it, and the Franklin may be considered by that circumstance to have gone out of service.

The Schuylkill Hose Company was in operation before 1820. In the latter year some of the members united with former members of the Franklin in a demand upon the Philadelphia Fire Company for hose, which the latter had bought of Seybert. The Philadelphia resisted, on the ground that the Schuylkill, as well as the Franklin, had been dissolved.

The Penn Township Hose Company rented the hall of the Columbia Fire Company in 1820, and continued to meet there until August, 1824. It was in active service during all that time.

The Spring Garden Fire Company was in service before May, 1820.

The Globe Fire Company was organized at B. Hutchinson's tavern, in Kensington, May 22, 1820. William Fitler was elected president, Samuel Salter secretary, and John Sanderson treasurer. In addition to them, the members were John Holmes, Branch Green, James Altemus, James Phillips, John Pfeiffer, Robert Wallace, Gabriel Cox, Henry Benner, Robert Arthur, Archibald Wright, and Joseph Barton. The company received its name in compliment to the Globe Mills. John Holmes, a member, belonged to the firm of Craig, Holmes & Co., proprietors of the mills, and there is reason to believe that many of the members were employés in that factory. The engine-house was of wood, two stories high, and was occupied in the second story for the purposes of a school by Rev. William Metcalfe, of the Bible Christian Church. It cost four hundred and fifty dollars. The engine cost five hundred dollars. The Globe Bucket Company was given permission, in July, 1821, to keep its bucket-carriage in the engine-house.

The Diligent Hose Company was established June 3, 1820, and the apparatus was located in the neighborhood of Eleventh and Vine Streets. It is probable that the organization sprang from the Diligent Bucket Company, a portion of the members of which united in the establishment of the hose company. Shortly after it was founded the bucket company made a donation of ten dollars to the hose company, showing at least a sympathy between the two organizations. The following were members in 1822: B. H. Bannen, Robert Lyons, Jacob Patterson, Pascal B. Smith, John Develine, E. S. Errickson, G. Ray, Jacob Weaver, William Corson, Thomas Carvell, Stogdon Pennell, William Henderson, John Bozier, William Lypherheldt, Joseph Garlick, Henry Leadbeater, Laspol Gramshaw, Thomas Everett, A. Martin, W. Brooke, J. Santine, W. B. Dexter, J. Martin, George Smith, B. Connodell, G. Bursfield, John F. Janneaus, Charles Knodle, William Connor, —— Jester, and —— Bloom. This company was in active service in January, 1822, when it was resolved that the body of the hose-carriage should be painted green, the wheels yellow, picked in with black, and the badges picked in with red. Torches were affixed to the carriage. They were taken off in 1823, and lamps substituted. The latter were not popular at that time, and after a short trial the torches were restored. A committee was appointed in February, 1824, to obtain ground for an engine-house, and it was ordered not to go below Eighth Street nor below Arch, but in 1825 the order was modified, and directions were given to the committee to seek a lot from the owners of the Farmers' Brewery, corner of Tenth and Zane Streets.

The Point Pleasant Fire Company was in existence before July, 1820, and its place of service was at Point Pleasant, Kensington, on the Delaware River, near the mouth of Cohocksink Creek.

The Fairmount Fire Company was established in the district of Spring Garden, Feb. 22, 1823. On the dissolution of the Whale Fire Company of the city, the engine of that association—a large and powerful machine—was purchased by the commissioners of Spring Garden for the protection of the citizens of that section. The possession of this apparatus led to the formation of a fire company to manage it, and in that way the Fairmount originated. The original members were young men, a large proportion of them butchers, and their peculiarities furnished much amusement to the members of other companies, and were the subjects of jests which were long remembered and renewed by fresh recitals. The original house of the Fairmount was on the Ridge road, north of Wood Street, east side.

An association called the Hibernia Hose Company was in operation in March, 1823, and had its stand in Walnut Street, between Front and Second. It was not long in existence.

On the 7th of September, 1815, water flowed for the first time from the pipes connected with the Fairmount Water-Works. Previously, the water supplied by the works at Chestnut Street, on the Schuylkill, had but small head or force,—which fact, although hose had come into general operation, seemed to render the use of fire-buckets a necessity as a means of assisting the working of the hose,—but with the establishment of the Fairmount works the pressure was so much increased that it was found that the use of fire-buckets was unnecessary, and the companies generally neglected them. This led to the project for the institution of bucket companies. They were formed of young men or boys who were not allowed to become members of the regular fire companies and hose companies. The majority of them adopted names which were the same as those of the latter or-

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ganizations. Most frequently these names were painted on the buckets; so that the bucket companies, by adopting those names, found that their property was already appropriately marked and painted. The buckets were carried to the fire either in the old hose-carriages, which had not yet been broken up, or in wagons. These companies began to be formed about 1818, and they ceased to be useful in 1821. The names of such of those associations as have been preserved were as follows:

Liberty, of which John Sendos was president in November, 1818; Ernest F. Crozet in December, 1818; and John H. Dohnert, secretary in 1819. This company obtained from the Philadelphia Hose Company permission to use the house at Twelfth and Clover Streets, which at that time was in the tenure of the Philadelphia. The Liberty was in service at the burning of Masonic Hall, March 9, 1819.

The Free Will Fire Bucket Company in November, 1818, petitioned the Columbia Fire Company for the donation of some buckets.

The Union Fire Bucket Company in 1818 bought an old bucket-carriage of the Hope Hose Company, and went into active service.

The Humane Fire Bucket Company in 1819 asked the Humane Fire Company for the privilege of being located near the latter.

The Columbia Fire Bucket Company petitioned the Columbia Fire Company in September, 1819, for aid; and in May, 1820, exchanged a bucket-basket and sixty-four buckets with the Good Will Fire Company for five sections of hose. It probably became a hose company.

The Amicable Fire Bucket Company was in service in October, 1819. John Phile was secretary, and William Hartley was one of the members.

The Good Will Fire Bucket Company was organized in May, 1820, and was furnished by the Good Will Fire Company with a bucket-carriage and apparatus. It was first placed in "Mr. Sanford's yard," and afterward in a house built for its use adjoining the Good Will engine-house, at the northwest corner of Juniper and Race Streets.

The Washington Fire Bucket Company was in active service in 1820.

The Diligent Bucket Company made a donation of ten dollars to the Diligent Fire Company in 1820, to aid in building the engine afterward made by Pat. Lyon.

The United States Fire Bucket Company, William B. Dexter, president, and William Kline, secretary, applied for advice and assistance to the United States Fire Company on the 10th of October, 1820. A committee was appointed to comply with their request.

The Fame Fire Bucket Company was in existence in 1820.

The Independent Fire Bucket Company was in service about the same time.

The Globe Fire Bucket Company bought thirty old buckets of the United States Fire Company in May, 1821, for five dollars, and went into active service.

The Northern Liberties Fire Bucket Company was established in 1821. Joseph Wood was one of the founders, and the company was reorganized as the Northern Liberties Hose Company on the 7th of May, 1828.

Outside of the city and districts the needs of the more rural portions of the county led to the institution of fire companies in villages and neighborhoods as opportunity served. In Germantown, as early as the month of January, 1764, a public meeting was held at the town hall to consider the necessity of obtaining fire apparatus, and taking measures to carry out that design. Germantown was then divided into three divisions or wards. As the effort was a united one, it was resolved that the companies should bear the same name,—Fellowship. Subscriptions were taken up, and a short time afterward the companies were formed. The Fellowship Fire Company of the Upper Ward was established March 1, 1765; the Fellowship Fire Company of the Middle Ward, March 4, 1764; the Fellowship Engine Company of the Lower Ward was not established until Feb. 20, 1765. There was a difficulty in getting engines. The subscriptions were sufficient to pay for three hand-engines, and orders were sent to England for their purchase. The three machines did come to this country, but only one of the Germantown companies was served, the other coming into capacity for service at a later period. In course of time the usefulness of the Germantown companies was occasionally interfered with by the resemblance of the names of the three organizations, and it was resolved to give them distinct titles. The Fellowship of the Upper Ward became the Franklin Fire Company of Germantown, the Fellowship of the Middle Ward became the Washington, and the Fellowship of the Lower Ward became the Columbia. These alterations were effected about 1809. In the upper part of Germantown township the Mount Airy Fire Company was established Feb. 9, 1804.

At Chestnut Hill the Congress Fire Company was instituted May 11, 1815. The Fellowship Fire Company, taking the name which had been given up by the Germantown companies, was established Sept. 3, 1819.

At the Rising Sun the Union Engine Company was established March 19, 1819.

At Frankford a company was established Feb. 11, 1803, the name of which seems now to be unknown. It was some years after its institution that it was decided to give to the company the name of the Decatur Fire Company, after Commodore Stephen Decatur, who, by the residence of his father in that neighborhood, was considered in some degree a Frankford boy. It is probable that his name was not given to the company until after his naval victories had become famous. This might have been after his destruction of the frigate "Philadelphia," in 1804, but more probably

after the capture of the "Macedonian" by the frigate "United States," in 1812.

In Frankford the Washington Fire Company was established Jan. 1, 1793.

In Roxborough the Good Intent Fire Company was established May 8, 1819.

In the western portion of Blockley, near Haddington, the Monroe Engine Company was established March 8, 1823.

The water-supply for the engines originally was poured into cisterns from buckets, which were passed along lines of persons extending from the place of the fire to the nearest pumps or other available places. The empty buckets were usually returned by lines composed of women, children, and aged persons.

The first hose used in the city was introduced, in the year 1794, by the Humane Fire Company. Philip Mason, Jan. 31, 1795, proposed to make an engine "fitted completely for the purpose of working a suction and venting hose." It was finished in July, 1795, and was first used at a fire in Coombs' Alley, a short time after. The company had about one hundred and sixty feet of it, made of woven web, or canvas. Solicitous measures were taken to prevent it from rotting, as it was supposed, by steeping it in salt pickle. Under this treatment the hose was soon disposed of. The Delaware Fire Company, in 1796, appointed a committee to ascertain what materials were best for making hose. They reported in favor of patent hemp, wove hose, "such as that used by the Humane Fire Company," and eighty feet of it were procured. The Humane did not incline to further use of this kind of hose, and in 1798 leather hose was procured by that company. The Reliance Company before this time had got one hundred and seventy feet of leather hose, and after this period that material was common. It was made by Samuel Briggs and Philip Mason. The screws used with this hose were immovable, and, by twisting the hose in attaching it to the engines, frequently burst it. This difficulty was remedied by a suggestion of John Butler, of the Humane, and the making of screws revolving in a socket, by John Cooke and Jesse Oat, coppersmiths, members of the Humane Fire Company. Philip Mason made leather hose for the Philadelphia Fire Company in 1801. The Philadelphia Hose Company at the beginning employed leather hose made by Frederick Schultz. It was sewed, and on account of its frequently bursting, a committee was appointed to devise a plan for improving the hose. This led to the invention of riveted hose, for which Sellers & Pennock, two of the members, took out a patent, and went into the business, of which they had a monopoly until about 1823, when Adam Dialogue, then a young man, undertook the manufacture. Suit was brought against him on the charge of infringing the patent of Sellers & Pennock. The Phœnix Hose Company sustained Dialogue, and called a convention of companies to back him up in the suit. Contributions were made for the employment of lawyers, etc., and on the trial of the case Dialogue obtained a verdict. There was no doubt that Sellers & Pennock invented riveted hose while on the committee of the Philadelphia Hose Company, but at that time they had no idea of making a business of it, and they allowed Jenkin S. Jenkins to manufacture the hose before taking out a patent. It was held that this conduct was an abandonment of the invention, and that it was thereby relinquished to the public. The case went to the Supreme Court of the United States, which sustained the decision of the court below, and after that time the manufacture was open to all. Dialogue made it his regular business, and was engaged in it until his death.

Hooks, ladders, and fire-escapes engaged attention at this time. An escape was procured by the Fame Fire Company in 1783. It was a three-story ladder, with a tackle and basket affixed. In 1791 a pole was used in place of the ladder. It was used at many fires. The company lost it when burned out at the destruction of Zion Church, in 1794. The Harmony Fire Company, in 1790, obtained a fire-escape, and had a carriage to carry the apparatus. Its use was abandoned in four years. Edward Robinson, of the Reliance, in 1797, invented an escape which, upon consideration, was refused because of its heavy character. The Northern Liberty Company had a basket apparatus during part of the time to which we refer.

Firemen, while in service, had no distinguishing badge or equipment until 1788. In that year a fireman's convention was held for consultation. The means of distinguishing firemen by some uniform equipment was considered. They recommended the use of a painted hat for all the companies, to wit: round hats, with black-painted rims and white crown, with the member's name and company in large characters. The Harmony Fire company refused this uniform, but gave to members a right to wear a yellow badge, with the name of the company upon it, which was to be buckled around their hats when in service. The first coats and capes were used in 1704 by the Assistance Fire Company, which obtained two coats and oil-cloth capes for the use of the engineers. The directors of the Humane Fire Company in 1796 purchased ten oil-cloth suits for their own use. The company in the same year authorized to be worn "a hat covered with oyl-cloth, and the word Humane painted on the front." This was the first equipment worn by all the companies in the city.

The Philadelphia Fire Company in 1801 adopted a hat of a chocolate color. The Vigilant Fire Company in 1802 adopted a red badge, to be buckled on the ordinary hat, with the name "Vigilant" thereon. In 1803 the Philadelphia Hose Company directed that each member should wear a painted hat and a round-jacket. In 1804 the Resolution Hose Company adopted a hat with an eagle painted in front; and in 1805 the Neptune ordered that a figure of the

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sea-god, with his horses, should be painted on the hats of the members.

The Philadelphia Hose Company in 1806 agreed upon the adoption of a frock-coat, with a cape, belt, and hat, but there was no general wearing of a dress equipment until many years afterward. The fire-hat, which was painted, and on which the name of the owner's company was inscribed, was the only distinguishing uniform of the fireman during the period now under discussion.

Most of the companies had their engineers and directors equipped with coats and capes, but for many years the members were only distinguished by hats and badges.

The Hope Hose Company adopted coats and capes in 1827, and this is the first mention we have been able to find of company equipments of that nature. In 1828 capes and coats were adopted by the Delaware Fire Company. About 1845 or 1846 one or two companies adopted the New York fire-hat. This example was followed by others until the head-gear of the entire department was of that fashion. Capes were also laid aside. The fire-coat was made like a long surtout, and in moderate weather the fire-hat, a red shirt, dark pantaloons, and boots, with a fire-belt around the waist, was the usual costume of a fireman.

In 1796, upon the proposition of the Resolution Fire Company, there was established a Fire Association to regulate the proceedings at fires. Each company elected two trustees, to devote themselves to the preservation of goods and furniture at fires; two regulators, to find out pumps and to form lines to convey the buckets of water to the engines; and two engineers, to select places for engines to operate at fires. This association gradually fell into disuse, and was probably abandoned by 1806–7.

When hose companies came into operation a marked distinction was made between their members and those of the old fire companies. The latter were called "firemen," and the others "hosemen." The hosemen formed an association of their own for the regulation of their affairs at fires, called the Fire-Hose Association, and remained in operation until 1817, when it was dissolved by a vote of all the hose companies belonging to it.

In January, 1816, a meeting of firemen was called at the county court-house to form a Firemen's Benevolent Institution. The project failed, but from the discussions which resulted came a proposition to establish a Fire Association, which was partly a controlling body for the regulation of the interests of fire companies, and partly an insurance company.

In December, 1816, the Diligent Fire Company appointed delegates to co-operate in any movement toward forming a general association of fire companies. A convention was held in which several companies were represented, and a constitution was adopted. A charter was applied for to the Legislature, but owing to the opposition of some of the old insurance companies it was defeated. Great indignation ensued, and the question was carried into the elections. In 1819 a ticket for members of the Assembly was resolved upon at a public meeting to be supported as a firemen's ticket. It was made up of nominees from both the Democratic and Federal tickets. Some of the companies opposed this movement; others were strongly in its favor. The political parties at that time were nearly matched. The leading Federal candidate received 2277 votes; the leading Federalist, 2315; while the Firemen's ticket was carried by votes ranging from 2519 up to 3000. Only one of the firemen's candidates was defeated,—a person who was not popular. Four out of the five delegates to the Legislature from the city were carried by the firemen, and at the next meeting of the Legislature the Fire Association was chartered.

In 1818 there was great excitement among the members of the fire and hose companies in consequence of an attempt to form a company composed of persons of color. Some of the latter had formed a company called the African Fire Association. Derrick Johnson was president, and Joseph Allen was secretary. A committee was appointed to solicit subscriptions. When knowledge of this attempt came to the members of the companies then in existence (their attention was called to it by circulars), the appointment of committees of conference was solicited. A meeting was held July 9th, at Stell's Tavern. Joseph P. McCorkle was called to the chair, and Robert P. Aertsen was appointed secretary. The following companies were represented: Delaware, Neptune, Union, Phœnix, Friendship, Niagara, United States, Hibernia, Weccacoe, Junior, Fame, Fellowship, and Franklin Fire Companies; Good Intent, Perseverance, Fame, Resolution, Phœnix, Neptune, Columbia, Franklin, Hope, Humane, Washington, and Southwark Hose Companies. This meeting passed a resolution that—

"The formation of fire-engine and hose companies by persons of color will be productive of serious injury to the peace and safety of citizens in time of fire, and it is earnestly recommended to the citizens of Philadelphia to give them no support, aid, or encouragement in the formation of their companies, as there are as many, if not more, companies already existing than are necessary at fires or are properly supported."

A committee was appointed by this meeting to wait on the proper authorities, and to request them to prevent the African company from opening the fire-plugs. At a subsequent meeting, held July 13th, additional representatives were present from the Pennsylvania, Diligent, Amicable, Columbia, Vigilant, Resolution, and Hope Engines, and from the Philadelphia Hose Company.[1] The committee appointed at the former

[1] In connection with this curious affair it may be noted that the following companies were not represented: Fire companies, Northern Liberties, Harmony, Reliance, Assistance, Federal, Relief, Kensington, Humane, Washington, Philadelphia, Good Will, Southwark, Star, Charitable, Venerable, and Defiance; hose companies, Fame, United States. Several of these companies were what might be called "Quaker com-

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meeting reported that the chairman of the watering committee of Councils had said that that body had no discretion on the subject, the ordinance directing them to grant a license to any fire association applying for the use of the plugs in time of fire. A petition to Councils was therefore recommended. Meanwhile some persons of color, who foresaw, in the agitation which this matter had created, that trouble would be likely to ensue to themselves and their race, met at the house of George Jones. James Forten was chairman, and Russell Parrott was secretary. A resolution was adopted expressing the regret of the meeting that—

> "a few young men of color had contemplated the establishment of a fire or hose association, and, although the same may have emanated from a pure and laudable desire to be of effective service in assisting to arrest the progress of the destructive element, we cannot but thus publicly enter our protest against the proposed measure, which we conceive would be hostile to the happiness of people of color, and which, as soon as known to us, we made every effort to repress. Should it be carried into effect, we cannot but consider that it will be accompanied with unhappy consequences to us. Therefore we sincerely hope that supporters of the contemplated institution, and such as might wish to be concerned, will relinquish all ideas of the same."

This remonstrance, together with the opposition of the fire companies, produced its effect. The members of the African Fire Association met on the 19th of July, and, after passing a resolution of regret at the "erroneous construction put upon their undertaking," and desiring to vindicate themselves from unjust imputations, and to "assert the rectitude of their intentions, as they were influenced solely by a wish to make themselves useful," declared that they "did not expect dissatisfaction, or they would not have progressed so far." It was, therefore, resolved to dissolve the company, and to return the subscriptions to the citizens who made them.

All of the engines used by the various fire companies before 1752, with the exception of the Vigilant, founded on Jan. 2, 1760, used engines imported from England. After this date they were very generally manufactured in Philadelphia. Between 1768 and 1801, Richard Mason, a native of Pennsylvania, made engines for the Northern Liberty, Queen Charlotte, Vigilant, Hibernia, Hand-in-Hand, Delaware, Assistance, and Diligent Fire Companies, and probably many others. Richard Mason introduced the form of engines working at the ends, which were different from the side-lever engines usually made. Philip Mason, a son of Richard, was also an extensive manufacturer. Between 1775 and 1801 he built engines for the Washington, Columbia, Hope, Harmony, Philadelphia, and Weccacoe Fire Companies. Samuel Briggs built engines for the Federal and Northern Liberty Fire Companies, but they were not a success. These engine-builders were soon superseded by the famous locksmith, Patrick Lyon, who, about 1794, invented a new and improved fire-engine, which he announced would throw more water than any other, and with a greater force. As an engine-builder he did not gather any reputation until 1803. In 1799 the Washington Fire Company decided on Philip Mason as a builder in preference to Lyon, by a vote of 2 to 1. In 1803, Lyon made machines for the Philadelphia and Good Will Fire Companies. After that time he built engines for the Pennsylvania, United States, Philadelphia, Good Will, Hand-in-Hand, Good Intent, Diligent, and Washington Fire Companies, and for others belonging to Philadelphia and in various cities and towns in the United States. The last of which we have any account was built for the Reliance Fire Company, and was finished about July, 1854. His engine built for the Diligent Fire Company in 1820 was accounted his masterpiece.[1]

Pat^k Lyon

James Sellers invented a new machine, after the plan of Rowntree, of London, for the Pennsylvania Fire Company, which was afterward called a hydraulion. Subsequently this variety of fire-engine was built for the Pennsylvania, Philadelphia, and Vigilant Fire Companies, and the Philadelphia and Phœnix Hose Companies. They were built by Merrick & Agnew, by Perkins & Bacon, and by John Agnew.

Sellers & Pennock built a few engines,—one for the Harmony Fire Company, in 1820. Perkins & Jones built one for the Harmony in 1816, on the plan of Joseph M. Truman.

The first hose-carriages—square boxes on wheels—were made by Patrick Lyon, who built many of them during the twenty years which succeeded their introduction in Philadelphia. Philip Mason and Joshua

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panies," and even at that early day, in a matter calculated to arouse bad feeling, they seem to have maintained the integrity of their principles, which undoubtedly were more liberal to the colored race than those held by other sects at that time.

[1] Patrick Lyon was born in England, of Scotch parents, and while he resided in Philadelphia was a member of the St. Andrew's Society. He died at his house on Library Street, below Fifth, on the 12th of April, 1829, and was buried in St. Peter's graveyard, at the southwest corner of Third and Pine Streets. His remains lie, unmarked by a single stone, within eight or ten feet of the grave of John R. Scott, the actor.

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Bickham also made hose-carriages while the box shape was retained. The reel on which to wind the hose was first adopted by the Pennsylvania Fire Company, and by the Resolution and Humane Hose Companies. The arched carriage on which the hose-reel was sustained is believed to have been introduced by the Phœnix Hose Company about 1818. It was a great improvement. Thomas Ogle built a carriage for the Resolution Hose Company on this plan, and others were constructed by Jeffries & Nuttle. The Neptune Hose Company in 1818 had a carriage built with three wheels, one before and two behind. The hind wheels had cogs, which could be attached to the hose-cylinder. This carriage frequently upset in turning corners.

A carriage built in 1821 for the Resolution Hose Company, by Thomas Ogle, was probably an open-arched carriage, as it was undoubtedly the first spring hose-carriage made in this city. A committee had been appointed by the company to inquire whether springs could not be advantageously used. They examined the "Cyclopedia" on the subject, and reported favorably. Their plan was adopted, with instructions "to lower the front wheels and raise the cylinder, so as to permit the front wheels to turn under the carriage," a direction which makes it very reasonable to suppose that there was no box to interfere with the concussion of the running wheels and hose-reel. It is noted of the carriage built for the Good Intent, in 1826, by Jeffries & Nuttle, that it had semicircular arches. After that time no other general form was adopted, though various improvements have been made in hose-carriages by the builders, Sneeder, C. Haight, Robert E. Nuttle, George Ruhl, W. Mason, George W. Watson, and others.

The Resolution Hose Company appears to have paid particular attention to the subject of springs, having, in 1821, first introduced spring carriages. The same company, in 1847, adopted the plan of W. Mason, a member, by which semi-elliptic springs are placed under the lockers, and semi-elliptic springs at the sides extend from axle to axle. The combined action of these springs makes the carriage easy and exceedingly light in its movements. The America Hose Company, in 1837, adopted a carriage draughted by Greer, with springs working in the lockers. This carriage was built by R. E. Nuttle, and was in use until 1845, when another, entirely of iron, working with similar springs, was built for the same company by Simpson, of Baltimore.

The Philadelphia Hose Company, in 1829, had a machine called "The Twins," being a double hose-carriage. When occasion required, the fore and hind parts could be detached, and each used as a separate carriage. The Southwark Hose Company, in 1828, procured one carriage with two cylinders, which were found upon trial to be very inconvenient and troublesome. In 1840 the Resolution tried the plan of a stationary carriage, with the cylinder on springs, which was not found to work as satisfactorily as had been imagined.

Lamps have seen some change. Lanterns, in which tallow candles emitted feeble radiance, were at first adopted. Torches took the place of these, and were permanently fixed on the carriages. Lamps of various patterns succeeded.

The history of hose-carriages between 1845 and 1860 is a history of luxury. Every decoration which painters, sculptors, and lapidaries could put upon them was used. They were resplendent with gold and silver work, handsome paintings, mirrored sides and carvings. They were inlaid with pearl, and one carriage bore on its front a blazing glory formed of imitation brilliants of the first water. The very handsome machines thus decorated seemed only designed for show, while the work was mostly done by uncouth, badly-shaped, clumsy carriages called "crabs," which bore as much resemblance to the dandy hose-carriages as orang-outangs do to Venus.

Hook-and-ladder apparatus were of extremely modern introduction in this city. Seventy years ago every fire company possessed these useful adjuncts, but they were suffered to lie neglected until they ceased to be a part of the property of Philadelphia fire companies. The formation of the Empire Hook-and-Ladder Company, in 1851, again introduced hooks and ladders to notice, and they had been so useful on various occasions as to lead to the formation of other companies upon a similar plan.

The steam fire-engine, which has in most all of the large cities of the Union driven out the hand fire-engine, is a very late introduction. The first of these machines which was built in the world was made by Mr. Braithwaite, of London, in 1830. In 1832 he built an engine for the king of Prussia. In 1841 Mr. Hodges, of New York, built a steam fire-engine under a contract with the associated insurance companies of that city. The difficulty with all these machines was that they were too heavy. A. B. Latta, of Cincinnati, in 1853, built what is generally considered to be the first practical steam fire-engine which could be used on ordinary occasions.

In February, 1855, there was brought to Philadelphia for exhibition a large steam fire-engine called the "Miles Greenwood." This machine was tried in February of that year at Dock Street wharf, the hose used being loaned for the occasion by the Philadelphia Hose Company. The trial was witnessed by a large number of people, including a number of firemen, and the general feeling was that the fire-engine was a failure, which she certainly was as far as regarded her power to throw water to a distance, her performances in that line not being equal to those of many of the hand-engines then in use. In May of the same year, A. Shawk, of Cincinnati, brought on here a fire-engine called "The Young America," which he was very anxious to sell to City Councils. There was

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a trial of the machine in the yard of the county prison on the 23d of May, and, afterward, on the 1st of June, in front of the Presbyterian Church, Arch Street, above Tenth. There was also a trial on the 4th of June at the foot of Dock Street. Shawk asked nine thousand five hundred dollars for the machine, and the city not being willing to pay it, the amount was subscribed by certain citizens, who insisted that they proved their public spirit by the act. The engine was presented to the city of Philadelphia, which found itself, in consequence, in the position of the man who won the elephant at a raffle. A house was built for the machine, on a lot belonging to the city, at the corner of Front and Noble Streets. An engineer and assistants were engaged at a salary, and everything was ready to make "The Young America" a success. But there was a want of horses to drag it to fires, and also a want of good workmanship to keep its parts together. It was continually getting out of order or breaking down. Its weight was twenty thousand pounds, and in the three years during which the city attempted to keep it in service it cost the treasury a dollar a pound, or twenty thousand dollars, for repairs and maintenance. During that period "The Young America" was attempted to be taken to a fire (June 30, 1856), at the corner of Fifteenth and Hamilton Streets, but broke an axle before she reached the ground. She was at the fire at the corner of Third and Race Streets in July of that year, and she also did the best service in her history at the fire at Magargee's board-yard in October, 1856. Beyond these services "The Young America" had no history but that of expense.

The first steam fire-engine employed by a regular fire company of Philadelphia was the "Fire-Fly," which was built in New York, and which was the property of the firm of Arthur, Burnham & Gilroy, manufacturers of this city. They offered to place it in the charge of the Philadelphia Hose Company for use, free of expense. This was in January, 1857. The "Fire-Fly" was tried on the 2d of February of that year at the tobacco-house, in Dock Street. In April the Philadelphia Hose Company resolved to have an engine of their own, and they invited the mechanics of the city to make plans of such a machine. Mr. Joseph L. Parry responded, and he proposed to build an engine weighing fifty-five hundred pounds, which would throw water through a one-and-one-eighth-inch nozzle one hundred and ninety-four feet horizontally, and through a seven-eighths-inch nozzle one hundred and seventy-five feet. The price was to be thirty-five hundred dollars. This machine was built by Rainey & Co., of Kensington. A short time afterward the Diligent Fire Company, undeterred by previous experience, sought to become the custodians of the "Big Squirt," *alias* "The Young America." They succeeded; but she continually wanted repairs, and she was tinkered at by Shawk & McCausland, of this city. Finally she was cut down and rebuilt by McCausland and made much lighter, and she was afterward put in service. The Hope Hose Company procured a steam fire-engine from Rainey & Co., in June, 1858. The Hibernia was the next steam fire-engine, which was obtained in January, 1859. The mania for these machines now began to rage with great power, and during that year twenty steam fire-engines were built for fire companies in the city. And so the passion extended from company to company until the old hand-engine was so thoroughly superseded in the built-up parts of the city that its appearance is unknown to a large portion of the present generation, and it is almost forgotten by their seniors.

Up to 1855 the fire department was without any supervision beyond that which was given by the companies to the board of directors, and this was advisory rather than absolute. Until the consolidation of the city and districts it was impossible to control the fire companies except by the district corporations, and any general system which should govern all could not be established. As soon as consolidation was effected the politicians began to take measures which would make the department useful to their own purposes. On Jan. 30, 1855, the City Councils passed an ordinance directing that the fire department should consist of such regularly-organized engine, hose, and hook-and-ladder companies within the limits of the city of Philadelphia as should, within sixty days after the passage of the ordinance, "express by resolution, duly attested by the officers thereof, their willingness to comply with its provisions." The officers of the department were to be a chief engineer, seven assistants, and a director for each company, who was to represent his company in the board of directors of the fire department. This board of directors were to ballot for three persons from each fire district for chief engineer, from which persons Councils were to elect. The assistant engineers were to be chosen in the like manner. The city was divided into seven districts, and the area within which the fire companies were to serve was regulated. There were also provisions limiting the members of each company, and a promise of an annual appropriation to each company not exceeding four hundred dollars. This ordinance created great dissatisfaction in the department, and many companies refused to accept it. These were called "the non-accepting companies," and some of them remained out of service for several months. Finally the ordinance was modified in several important particulars, and the companies came back into service. Under this ordinance the first election for chief engineer took place in March, 1855, by the board of directors, and resulted in that body as follows: Benjamin A. Shoemaker, of the United States Engine Company, forty votes; Samuel P. Fearon, of the Schuylkill Hose Company, forty votes; T. H. Blake, of the Philadelphia Hose, thirty-nine votes. The result was referred to Councils, which elected B. A.

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Shoemaker to serve until December, 1856. The companies voted directly for that officer. The chief engineers have been as follows:

1855, Benjamin A. Shoemaker, of the United States Engine Company.
1856, Samuel P. Fearon, of the Schuylkill Hose Company.
1858, Samuel P. Fearon, of the Schuylkill Hose Company.
1860, David M. Lyle, of the Fairmount Fire Company.
1863, David M. Lyle, of the Fairmount Fire Company.
1865, David M. Lyle,[1] of the Fairmount Fire Company.
1867, Terence McCusker, of the Moyamensing Hose Company, in place of David M. Lyle, deceased.[2]
1867, George W. Downey, of the Western Engine Company.

In 1870 a board of fire commissioners was organized by ordinance, which went into operation Jan. 3, 1871. This ordinance changed the mode of electing the chief engineer.

Under the ordinance of April 20, 1864, the office of fire-marshal was created, and since that time the following have been appointed:

Dr. Alexander W. Blackburn,[3] appointed.....	—	— 1864
James S. Thompson, appointed.....	—	— 1871
Harrison G. Clark, appointed.....	Jan.	— 1872
William R. Heins,[4] appointed.....	Sept.	27, 1882
Charles W. Wood, appointed.....	Oct.	19, 1882

The police- and fire-alarm telegraph, which was established in the year 1856, changed very materially the mode of giving alarms. The old system of district and fire company bells, and of the alarm from the State-House, was modified by alarms given to the central telegraph-office from the station-box nearest a fire, which was immediately sent to all the station-boxes in the city, and as in a short time these boxes were placed in the hose- and engine-houses, their members had the earliest information of the breaking out of a fire.

On the 1st day of June, 1857, Mayor Vaux established a separate department of the police, which was specially charged with the duty of ascertaining, by a rigid investigation, the origin of fires and of discovering incendiaries. This was called "The Fire Detective Police," and Alexander W. Blackburn was appointed the chief of that department. He afterward received the title of "Marshal of Police."

For ninety-six years the firemen never appeared in the city in any parade or celebration. They were first induced to make a public demonstration by feelings of patriotism at the centennial celebration of the birthday of General Washington (Feb. 22, 1832), and their appearance on that occasion attracted so much attention, that they resolved to make a parade independently in the succeeding year. After 1834 they resolved to have triennial parades, which custom they kept up until the year 1852.

Below we give a list of the general parades of the fire department, observing that during the last thirty-eight years the services of the firemen in strengthening public processions, whatever the object might be, were so well understood that the different companies have appeared in all such parades in greater or smaller numbers:

1832, February 22.—Alexander Henry, Hope Hose Company, chief marshal.
1833, March 27.—Jacob B. Lancaster, Southwark Hose Company, chief marshal.
1834, March 27.—George K. Childs, Good Intent Hose Company, chief marshal.
1837, March 27.—John Price Wetherill, Philadelphia Hose Company, chief marshal.
1838, December 31.—Benjamin Matthias, Philadelphia Fire Company, chief marshal.
1840, March 27.—Peter Fritz, Perseverance Hose Company, chief marshal.
1843, March 27.—John T. Donnelly, Pennsylvania Hose Company, chief marshal.
1846, March 27.—Thomas Graham, Southwark Engine Company, chief marshal.
1849, March 27.—Edward Wester, Globe Engine Company, chief marshal.
1849, May 1.—Edward Wester, Globe Engine Company, chief marshal.
1852, May 3.—Edward Matthews, Franklin Hose Company, chief marshal.
1857, October 5.—J. F. Gibson, Northern Liberty Hose Company, chief marshal.
1865, October 16.—Henry P. Bobb, Washington Engine Company, chief marshal.

The membership of the old fire companies varied according to the neighborhood in which they were situated. They were generally composed of neighbors, and their social standing varied according to the portion of the city in which they were located. All the members of the fire companies were honest men and good citizens, but some of them were more wealthy and more famous in city history than were others. Thus, for instance, we will take the roll of the Hand-in-Hand Fire Company, established March 1, 1741, and which was for many years located in Dock Ward, at the Fish Market, at the Drawbridge. Between the years 1770 and 1796 the following eminent citizens were active members of this company: Francis Hopkinson, James Wilson, Dr. Benjamin Rush, and George Clymer, signers of the Declaration of Independence; Dr. William Smith, provost of the College of Philadelphia; Dr. Shippen, Dr. John Morgan, Dr. Thomas Bond, and Paul Fooks, professors in the college; Rt. Rev. Bishop White, Rev. Richard Peters, Rev. Jacob Duché, of St. Peter's Church; Rev. Dr. Blackwell, Rev. Dr. John Andrews, Rev. Samuel Magaw, Rev. James Abercrombie, Rev. William Pilmore; Rev. Ashbel Green, of the Presbyterian Church; J. B. Bond, John Patterson; Andrew Hamilton, Lieutenant-Governor under the Penns; Thomas Mifflin, Governor of the State of Pennsylvania; William Tilghman, chief justice of the commonwealth; Edward Shippen, chief justice; Benjamin Chew, Sr., attorney-general under the crown; William Bradford, attorney-general of the State; Thomas Willing, member of the Continental Congress; Joseph Hopkinson, judge of the United States District Court; Jared Ingersoll, Dr. Phineas Bond, Drs. John and Joseph Redman, Dr. Way, Dr. Adam

[1] Born Jan. 26, 1818, died Nov. 23, 1867.
[2] Terence McCusker died March 1, 1877, aged forty years.
[3] Died Nov. 30, 1871, aged fifty-six years.
[4] Died Oct. 18, 1882, aged fifty-five years.

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Kuhn, Dr. John Foulke, Maj. William Jackson, Col. Lambert Cadwalader, and the following eminent merchants and business men: Joseph Sims, Samuel Rhoads, Alexander Stedman, Alexander Willcocks, John Lawrence, James Humphreys, John Swift, Joseph Stamper, John Cadwalader, Samuel Powell, Robert Hare, James Humphreys, William Bingham, George Mead, Samuel Meredith, John Swanwick, James Biddle, Tench Coxe, James Cramond, and William Cramond.

In old times the companies generally adopted mottoes, which were frequently in Latin. One company (the Assistance Fire Company) put its motto in German. We have not been able to obtain all of the mottoes of the companies. The following will give an idea of their character:

Pennsylvania Hose Company. "With willing hearts we hasten to assist."

Cohocksink Hose Company. "The danger of our citizens prompts us to action."

Western Fire Company. "Our energies, like our name, unlimited."

Good Will Fire Company. "Our name is our motto."

Spring Garden Hose Company. "Prompt to save, with spirit to subdue."

Ringgold Hose Company. "We honor him whose name we bear."

Fairmount Fire Company. "Prompt to action."

Philadelphia Hose Company. "Non sibi sed omnibus." ("Not for itself, but for all.")

Resolution Hose Company. "Esse utiles corrabim ur." ("To be useful is our wish.") 1804.

Hand-in-Hand Fire Company. "Proximus ardet Ucaligon." ("Ucaligon's house burns next.") 1787.

Perseverance Hose Company. "Perseverantia omnia vincit." ("Perseverance conquers all things.")

Neptune Hose Company. "Pulchrum est bonificere Respublica." 1805. ("To save our fellow-citizens we hazard ourselves.") 1830.

Hope Hose Company. "Omnis actus specificatur ab objectu." 1806. ("Every act is specified from its object.") 1834.

Assistance Fire Company. "Bereit." ("Ready.")

Washington Hose Company. "All private duties are subordinate to those which we owe to the public."

Fame Hose Company. "Fama extenditur factis." ("Fame spreads our deeds.")

America Hose Company. "Union and Independence."

Humane Fire Company. "On gnosis alla praxis—Spectamur agendo." ("Not knowledge but action; we are seen by what we do.") ("Humanity dictates to us to do to others as we would be done by.") 1794.

Diligent Hose Company. "The impulse to action is the danger of our citizens."

Friendship Fire Company. "Friendship."

Niagara Hose Company. "Paratus et fidelis." ("Ready and faithful.")

Northern Liberty Hose Company. "When duty calls 'tis ours to obey."

William Penn Hose Company. "Like Penn, we will be useful to our country."

Independence Hose Company. "Our country is our glory."

Pennsylvania Hose Company. "Auxilium dare ultro festinam." ("With willing hearts we hasten to assist.")

Lafayette Hose Company. "Like Lafayette, we will assist in time of need."

Southwark Fire Company. "Always ready."

Phœnix Hose Company. "Surgo lucidius." ("I rise more shining.")

Philadelphia Fire Company. "Prodesse civibus." ("To assist the citizens.") 1826.

Queen Charlotte (afterward Fame) Fire Company. "United we stand, divided we fall." 1782.

Good Intent Fire Company. "We strive to save—To do good is our intent."

Empire Hook-and-Ladder Company. "For the public good."

Excelsior Hose Company. "To excel with honor is our utmost aim."

Delaware Fire Company. "Don't give up the ship." 1816.

In conclusion we give a list of the volunteer fire companies instituted in the city from the earliest times. It will be noticed that several companies have had the same name. This has resulted from the dissolution of old companies and the formation of new ones, which, in ignorance, took names that had been previously in use; and also from the fact that under the system in vogue before consolidation, it was not considered improper in the city to adopt the name of a fire company existing in an incorporated district, or *vice versa*.

Name.	When Founded.	Original Location.
Union Fire	Dec. 7, 1736	Grindstone Alley, near Market Street.
Fellowship Fire	Jan. 1, 1738	.....
Hand-in-Hand Fire	March 1, 1742	.....
Heart-in-Hand Fire	Feb. 22, 1743	.....
Friendship Fire	July 30, 1747	.....
Star Fire	Jan. 4, 1749	.....
Britannia Fire	Prior to 1751	.....
Hibernia Fire	Jan. 20, 1752	Cor. 2d and Walnut Sts.
Northern Liberty Fire	May 1, 1756	N. E. cor Cable Lane and Callowhill Street.
Vigilant Fire	Jan. 2, 1760	East side 2d, below Vine.
King George III., afterward Delaware	March 21, 1761	Water, below Arch.
Fellowship Fire, of Lower Ward, afterward Columbia Fire	Feb. 20, 1764	Germantown.
Fellowship Fire, of Upper Ward, afterward Franklin Fire	March 1, 1764	Germantown.
Fellowship Fire, of Middle Ward, afterward Washington Fire	March 5, 1764	Germantown.
Queen Charlotte, afterward Fame Fire	March 29, 1764	N. side Cherry, E. of 4th.
American Fire	Before Dec. 1764	.....
Sun Fire	Bef. Feb. 28, 1765	.....
Crown and Beaver Fire	Bef. March, 1765	.....
Cordwainer Fire	Before Feb. 1769	.....
New Market Fire	March 1, 1769	N. end market, 2d & Pine.
Amicable Fire	Aug. 7, 1769	Fifth, above Market.
Neptune Fire	Jan. 17, 1774	Race, below Third.
Sun Fire	Sept. 24, 1778	East end Jersey market.
Harmony Fire	Aug. 24, 1784	Harmony Court, near 3d.
Endeavor Fire	Feb. 17, 1785	.....
Reliance Fire	March 10, 1786	Key's Alley, b. Front & 2d.
Alarm Fire	May 1, 1787	.....
Assistance Fire	Dec. 28, 1789	E. side Fifth, below Race.
Federal, afterward America Fire	April 10, 1790	In front Commiss'rs Hall, 3d below Tammany.
Relief Fire	December, 1791	Relief Alley, near Second.
Diligent Fire	July 4, 1791	S. side Market, near 8th.
Kensington Fire	August, 1791	.....
Franklin Fire	Jan. 17, 1792	Powell St., bet. 5th & 6th.
Washington Fire	Jan. 1, 1793	Frankford.
Humane Fire	March 1, 1794	N. side Vine, bet. 2d & 3d.
Washington Fire	Jan. 3, 1796	W. side 11th, bel. Walnut.
Friendship, N. Liberties	Aug. 18, 1796	End market, 2d & Coates.
Columbia Fire	Sept. 16, 1796	Cor 8th and Cherry.
Hope Fire	Nov. 22, 1796	S. side Pine, bet. 4th & 5th.
Resolution Fire	Jan. 1, 1797	.....
Whale Fire	Jan. 10, 1798	.....
Philadelphia Fire	Jan. 15, 1799	N. W. cor. 3d & Spruce.
Weccacoe Fire	May 1, 1800	Cor. Front & Christian.
Good Will Fire	March 27, 1802	N. W. cor. Juniper & Race.
——, afterward Decatur Fire	Feb. 15, 1803	Frankford.
Philadelphia Hose	Dec. 15, 1803	No. 17 N. Fourth Street.
Good Intent Hose	March 3, 1804	E. side 4th, bel. Chestnut.
Resolution Hose	April 11, 1804	W. side 3d, below Market.
Mount Airy Fire	Feb. 9, 1804	Mount Airy.
Humane Hose	April 10, 1805	N. side Vine, bet. 2d & 3d.
Perseverance Hose	May 27, 1805	S. side Vine, bet. 5th & 6th.
Neptune Hose	Aug. 6, 1805	Fetter Lane, above 3d St.
Hope Hose	Aug. 17, 1805	N. end market, 2d & Pine.
Columbia Hose	May 1, 1806	S. side Cherry, above 7th.
Southwark Fire	Before Jan. 1806	Almond, near Front.
Southwark Hose	May 6, 1806	N. side Almond, E. Front.
Pennsylvania Fire	May 16, 1806	Fromberger's Court, bet. 2d and 3d Streets.
United States Hose	September, 1807	S. E. cor. 6th & Walnut.
Phœnix Fire	Before Dec., 1808	St. James Street, East 7th.
Star Fire	Bef June, 1808	.....
Columbia Fire	March 6, 1809	Germantown.
Protectors of Property	Before Dec., 1810	Hartung's Alley, East 3d.
Washington Hose	Feb. 22, 1811	W. side 9th, below Market.
United States Fire	Oct. 29, 1811	Bridge crossing Pegg's Run, 2d and Willow.

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Name.	When Founded.	Original Location.
Congress	——, 1815	Chestnut Hill.
Niagara Fire	Bef. June, 1817	Zane St., above Seventh.
Charitable Fire	" "	
Venerable Fire	" "	
Defiance Fire	" "	
Phœnix Hose	Aug. 25, 1817	N. side Zane, above 7th.
Fame Hose	Jan. 1, 1818	S. E. cor. Walnut & 5th.
Junior Fire	Bef. July, 1818	Cor. 5th & Sassafras Alley.
Pennsylvania Hose	" "	
Free Will Bucket	Bef. Nov., 1818	
Liberty Bucket	" "	S. W. cor. 12th & Clover.
Union Bucket	" "	
West Philadelphia Fire	Nov. 18, 1818	Blockley.
Independent Fire	Bef. Jan. 14, 1819.	
Fellowship Fire	March 3, 1819	Germantown.
Union Fire	March 10, 1819	Rising Sun.
Good Intent	——, 1819	Roxborough.
Good Intent Fire	April 26, 1819	Prince & Frankford road.
Humane Bucket	Bef. May, 1819	
Humane Fire, No. 2	Bef. July, 1819	
Franklin Hose	" "	E. side 8th, below Race.
Columbia Bucket	Bef. Sept. 1819	
Amicable Bucket	" "	
Schuylkill Hose	Bef. Jan. 1820	
Penn Township Hose	" "	
Spring Garden Fire	Bef. May, 1820	
Globe Fire	May 22, 1820	Germantown road near 2d.
Good Will Bucket	May, 1820	N. side Race, W. Juniper.
Diligent Bucket	Bef. June, 1820	
Washington Bucket	" "	
Diligent Hose	June 30, 1820	Morgan bet. 9th and 10th.
Point Pleasant Fire	Bef. July, 1820	Pt. Pleasant, Kensington.
United States Bucket	Bef. Oct. 1820	
Fame Bucket	Bef. Nov. 1820	
Globe Bucket	Bef. May, 1821	
Independent Bucket	" "	
Northern Liberty Bucket	" "	
Fairmount Fire	Feb. 22, 1823	Ridge rd. above Wood St.
Monroe Fire	March 8, 1823	Monroe Village.
Hibernia Hose	March, 1823	Walnut bet. Front and 24.
United States Hose	July 4, 1826	Old York rd. bel. Green.
Southwark Fire	Feb. 5, 1827	Front Comm'rs Hall, Second above Christian.
Niagara Hose	March 20, 1827	Third below Catharine.
Northern Liberty Hose	May 7, 1828	Budd below Coates.
America Hose	Sept. 2, 1828	Cor. Sixth and Walnut.
Jackson Engine	Bef. Nov. 1828	
William Penn Hose	Feb. 3, 1830	Public Square, Ken.
Robert Morris Hose	March 14, 1831	N. W. Cor. 9th & Lombard.
Independence Hose	July 4, 1831	Germantown rd. & 2d.
Pennsylvania Hose	Aug. 4, 1831	8th above Spring Garden.
Lafayette Hose	Oct. 31, 1833	Eleventh above Coates.
Good Will Hose	Bef. Jan. 1813	
Marion Hose	Aug. 19, 1833	Queen east of Sixth.
Western Hose	Bef. Sept. 1833	Schuy. 8th below Market.
Schuylkill Hose	Dec. 9, 1833	Locust above Twelfth.
Good Will Hose	March 1, 1834	Callowhill near Sch. 2d.
Western Hose	Feb. 11, 1836	Spruce near Sch. 4th.
Fame Fire	July 26, 1836	S. side Filbert W. of 10th.
Moyamensing Hose	July 22, 1837	Eighth below South St.
Manayunk Fire	Jan. 1, 1838	Manayunk.
Franklin Hose	Feb. 12, 1838	South bet. 13th and Broad.
William Penn Fire	Bef Dec. 1838	
Warren Hose	" "	Sch. Sixth below Filbert.
Mechanic Fire	Aug. 14, 1839	N. W. corner Ridge road and Coates Street.
Western Fire	April 7, 1840	N. W. cor. Schuy. 8th and Callowhill Streets.
Jackson Hose	Sept. 27, 1840	Callowhill below Second.
Liberty Fire	Jan. 1, 1841	Holmesburg.
Weccacoe Hose	Jan. 8, 1842	Catharine below Front.
Kensington Hose	Jan. 11, 1842	Queen Street, Ken.
Carroll Hose	Oct. 17, 1842	Washington above Master.
Hibernia Hose	Nov. 22, 1842	Master Street near Third.
Native American, afterward Vigilant Hose	July 4, 1844	Federal Street below 8th.
Spring Garden Hose	May 12, 1845	Parrish Street bel. 12th.
Shiffler Hose	Jan. 8, 1846	Moyamensing road below Federal Street.
West Philadelphia Fire		Market Street beyond Permanent bridge.
South Penn Hose	March 27, 1864	10th near Thompson.
Fairmount Hose	Feb. 10, 1847	Ridge road above Willow.
Ringgold Hose	March 27, 1847	Randolph and Franklin.
Wissahickon Fire	Dec. 29, 1847	
Franklin Fire	Jan. 8, 1848	Frankford.
Independence Fire	April 1, 1848	Callowhill and William.
Germantown Hose	May 11, 1848	Germantown.
General Taylor Hose	May 18, 1848	
Spring Garden Fire	July 12, 1851	
Empire Hook-and-Ladder	Feb. 6, 1851	East side Franklin Street above Wood.
Eagle Hose	Sept. 25, 1851	Green Hill.
Relief Hook-and-Ladder	Jan 5, 1852	Coates above Eleventh.
Bustleton Fire	Before 1852	Bustleton.
Rittenhouse Fire	" "	Roxborough.
Fellowship Hose	" "	Germantown.
Keystone Hook-and-Ladder	1852	Filbert near Sch. 6th.
Protection Hook-and-Ladder	Feb. 6, 1852	Front near Phœnix.
Nicetown Hose	March 13, 1852	
Jefferson Hook-and-Ladder	1852	
Rescue Hook-and-Ladder	Jan. 27, 1853	Aramingo.
United Hose		
Excelsior Hook-and-Ladder, afterward Excelsior Hose	Jan. 28, 1853	Frankford.
Mantua Hook-and-Ladder	March 14, 1855	
Tivoli Hose	June 1, 1855	25th and Brandywine.
——, afterward Lincoln Hose	June 5, 1855	
Union Hose	April, 1856	Mantua Village.
West Philadelphia Hose	May 10, 1856	
Cohocksink Hose	Sept. 26, 1856	Germantown road.
Kingsessing Fire	Oct. 28, 1857	Kingsessing.

In 1860 there were in the city twenty-one steam fire-engines, at an average cost of three thousand two hundred and fifty dollars, which, with the hose, the hose-carriages, and other equipments, involved an interest amounting to two hundred and ten thousand five hundred and fifty dollars.

For many years the subject of abolishing the old volunteer fire department, and establishing a paid system, largely occupied the public mind. The volunteer department was a power. It was no child's play to destroy an organization which the habits and needs of years had made a living thing, and which was endeared to the people by acts of the noblest heroism. For many years it had served the community faithfully without reward, and rendered valuable and important service. It had numbered many brave and generous men in its organization, and could boast of many deeds of gallantry, self-sacrifice, and heroism. The old system, however, not only trained bold and expert firemen, but eventually gave rise to evils of the greatest magnitude. The spirit of rivalry not only produced competition in battling with the flames, but led to constant disorders and breaches of the peace.

The advocates of the paid system saw plainly the impossibility of separating the good from the bad men who had attached themselves to the volunteer department. Nothing but the destruction of the good and commendable part would eradicate the evils which all deplored. They conceded the historical facts, of which all were so proud, but at the same time pointed to the disgrace which was inseparably connected with the department. They asserted that a volunteer department and acts of lawlessness were concomitants. It became evident that nothing but the complete destruction of the volunteer system would secure the results desired. The ordinance creating the paid system was passed in 1870. The board of commissioners of the new paid fire department met and organized on Jan. 3, 1871, and the department went into operation March 15th of the same year. The results which have followed the institution of the paid fire department are the best encomiums which can be paid it. The startling alarm-bell, instead of being heard at almost any hour of the

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night, sending forth notes of horror from its brazen throat, is now silent. The institution of the fire-alarm telegraph, which is the great auxiliary of the department, is another great blessing. The alarm comes noiselessly over the wires, telling its tale with unerring accuracy. At the first stroke of the signal-box in the engine-house, the firemen, springing from their places, rush to the horses, and in another moment the harness is on, and the intelligent animals, apparently eager to reach the scene of the fire, stalk unbidden to the apparatus. The match is applied to the engine, and in another instant they are on their way. Nothing is heard but the rumbling of the wheels of the engine and hose-carriages, the quick steps of the horses, and the occasional sharp whistle or the sounding of the gong which are given *en route* to show that in five minutes and a half from the time the signal was received the engine was ready for work. There are no loud words spoken, no hooting or howling, and no street-fights. The same daring, the same heroism which characterized the volunteer firemen, is displayed by their successors. Tremendous streams of water are poured incessantly on the burning building, and as the angry flames burst out, the *fiat* of the firemen goes forth, "Thus far shalt thou go, but no farther." Sinew and muscle will fail, the strength of men will grow to weakness, but the iron muscles and steel arms of the engine are tireless,—no exertion can exhaust them, no labor affect them. As soon as the fire is extinguished the horses, apparatus, and men are returned to their places. Such is the practical working of the Philadelphia Fire Department,—a model in every particular, a source of pride to the city, and a credit and honor to those who compose it.

This department consists of seven fire commissioners, one chief engineer, five assistants, and as many foremen, enginemen, hosemen, hook-and-ladder men, and other persons, divided into companies, as the number of engines and other fire apparatus of the city shall from time to time require.

The fire commissioners must be citizens of Philadelphia, of good character, who shall serve without compensation, and be elected as follows: Three by Select Council and four by Common Council, on the last stated meeting in December. The said commissioners, when elected, shall draw for their respective terms of office, three for the term of two years and four for the term of four years; and every second year thereafter, at their first stated meeting in the month of February, there shall be elected in the same manner three or four persons, as the case may be, by the Select or Common Councils, in which the vacancy may occur, to serve for the term of four years. The minority in each chamber shall at all times be represented by one member in said Board of Fire Commissioners. The said commissioners to hold their offices until their successors are duly elected and qualified.

The salaries of the officers and employés of the fire department are as follows: Chief engineer, two thousand five hundred dollars per annum; secretary of the fire commissioners and clerk of the chief engineer, twelve hundred dollars per annum; messengers of the fire commissioners, eight hundred dollars per annum; assistant engineers, each, one thousand two hundred dollars per annum; enginemen, each, one thousand dollars per annum; firemen, each, eight hundred dollars per annum; tillermen and drivers, each, seven hundred and fifty dollars per annum; foremen, each, one thousand dollars per annum; and the hose and hook-and-ladder men, each, seven hundred and fifty dollars per annum, payable monthly.

The chief engineer has the sole command at fires over the assistant engineers, officers, and members of the fire department, and all other persons who may be present at fires. He directs all proper measures for the extinguishment of fires, protection of property, and preservation of order. It is his duty to examine into the condition of all the fire apparatus, and houses connected therewith, as often as the fire commissioners or Councils may require; and whenever the engines or other apparatus shall need alterations or repairs, he reports the same to the fire commissioners, who shall cause the same to be made. He transmits to the fire commissioners all returns of officers, members, and companies; keeps fair and exact rolls of the respective companies, specifying the time of admission and discharge, and name, age, occupation, and residence of each member. He, annually, in the month of January, and oftener, if required by the fire commissioners or Councils, reports to them the condition of the houses, fire apparatus, and other property of the department, together with the names of the officers and members of the various companies; the number of fires since last report, the causes thereof, and extent of damage, as near as can be ascertained.

The fire commissioners, chief and assistant engineers, and the foremen of companies are authorized to exercise the powers of police officers in going to, while at, and returning from any fire may occur or alarm be given.

To this department was appropriated, for the year 1882, the sum of $462,855, and it disbursed $457,536.49. There was then in use in the department 46,680 feet of gum hose, and 11,950 feet of rubber-lined cotton hose, and 28 steam-engines and 5 truck companies, located as follows:

Engine Companies.—No. 1, at Nos. 1837 and 1839 South Street; No. 2, Tenth Street, above Montgomery; No. 3, at No. 117 Queen Street; No. 4, at 116 South Seventeenth Street; No. 5, at the southeast corner of Thirty-seventh and Ludlow Streets; No. 6, Montgomery Street, below Girard Avenue; No. 7, at No. 22 Church Street, Frankford; No. 8, at No. 143 Race Street; No. 9, at Main and Carpenter Streets, Germantown; No. 10, at Nos. 808 and 810 Morris Street; No. 11, at 1035 Lombard Street; No. 12, at Main and Centre Streets, Man-

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ayunk; No. 13, at No. 1431 Brown Street; No. 14, at 4612 Frankford Avenue, Frankford; No. 15, at Howard Street and Columbia Avenue; No. 16, at Fifty-first Street and Lancaster Avenue; No. 17, on Race Street, below Broad; No. 18, at 1903 Callowhill Street; No. 19, at No. 20 East Chelton Avenue, Germantown; No. 20, at No. 911 Filbert Street; No. 21, at Nos. 826 and 828 New Market Street; No. 22, on Evelina Street, below Third; No. 23, at No. 1936 Germantown Avenue; No. 24, at northeast corner Twenty-first and Ellsworth Streets; No. 25, at No. 215 Adams Street; No. 26, at Nos. 1011 and 1013 Hamilton Street; No. 27, at No. 2202 Columbia Avenue; No. 28, at Belgrade and Clearfield Streets; No. 29, Lawrence Street below Girard Avenue.

Hook-and-Ladder Companies.—A, at No. 2132 Fairmount Avenue; B, at No. 331 North Fourth Street; C, at No. 2003 North Second Street; D, at No. 319 Union Street; E, at southwest corner of Twentieth and Hand Street; F, at Haverford Street and Wyoming Avenue.

On Jan. 1, 1883, the department consisted of 1 chief engineer, 5 assistant engineers, 28 foremen of engine companies, 5 foremen of hook-and-ladder companies, 28 engineers of companies, 28 firemen of companies, 33 drivers of companies, 5 tillermen of hook-and-ladder companies, 216 permanent hosemen, 50 permanent hook-and-ladder men, 8 temporary hosemen in rural districts. These were divided into 33 companies, as follows: 28 steam-engine companies, 5 hook-and-ladder companies, with the addition of hose and hose-carriage at each station, and 6 fuel wagons at various locations. The losses by fire in the city in 1882 were estimated at $8,235,963.

ENGINEERS OF THE PAID FIRE DEPARTMENT.

1871, February 3, William H. Johnson.
1879, February 11, John R. Cantlin.

LARGE FIRES.

1799, December 17.—Rickett's Circus and Amphitheatre, southwest corner Sixth and Chestnut Streets.

1813, December 2.—A chocolate manufactory, owned by Charles Miller, and eight houses on Kunkel Street and Brewers' Alley were destroyed and a child burnt to death.

1819, September 8.—Vauxhall Garden, northeast corner Walnut and Broad Streets, set on fire by a mob.

1820, April 2.—Chestnut Street Theatre, north side of Chestnut Street, above Sixth.

1821, May 9.—Old Southwark Theatre, south side of South Street, between Fourth and Fifth.

1822, January 24.—Philadelphia Orphan Asylum, northeast corner of Schuylkill Fifth (Eighteenth) and Cherry Streets. Twenty-three children perished in the flames.

1823, July 16.—The Farmers' Tavern, Third Street, near Callowhill, which extended through to Kunkel Street, with seven houses on Third Street and six on Callowhill.

1824, January 20.—A fire occurred in the Walnut Street prison.

1828, February 11.—The weaver's shop attached to the Prune Street prison.

1831, November 1.—A fire occurred at Arch Street prison.

1835, July 12.—"Red Row," in the neighborhood of Shippen and Eighth Streets, was burned by a mob.

1838, April 1.—Upper Ferry bridge.

May 17.—Pennsylvania Hall, corner of Sixth and Haines Streets.

May 18.—Shelter for Colored Orphans, Thirteenth Street, above Callowhill, burned by a mob.

1839, October 4.—A great fire took place on Chestnut Street wharf. The fire commenced at No. 19 South Wharves, occupied by William G. Stroup and David W. Prescott. It burned eight stores between that number and Chestnut Street, and destroyed on the east side of Water Street Myers' Fulton Hotel, on the corner of Chestnut Street, and the store next door. Eleven stores on the east side of Front Street, extending through to Water Street, from Chestnut Street north, were partially burned. One occupied by Cheyney, Hickman & Co., and Wain & Leaming, which was fireproof, was uninjured. Three houses on the east side of Front Street, below Chestnut, were burned and others were injured. The houses on the south side of Chestnut Street, below Water, including the Steamboat House, Napoleon House, and Baltimore steamboat office, were destroyed, and one or two houses on Water Street, near the corner. Altogether, twenty-three houses were totally destroyed and fifteen or twenty others badly injured. The loss was estimated at $350,000. William P. Moreland and Thomas Barber, firemen, were killed by falling walls, and seven or eight others were injured.

1842, August 1.—Abolition riots; African Presbyterian Church, St. Mary Street, and Smith's Hall, Lombard Street, burned.

August 26.—Reading Railroad bridge and the old bridge at the Falls of Schuylkill.

1844, May 8.—Know-Nothing riots; St. Michael's and St. Augustine's Catholic Churches, and Female Seminary, and many houses.

1845, June 11.—Fire at the Academy of Fine Arts, which destroyed many valuable paintings and statues.

1849, March 27.—The "City Carpenter-Shop," located on the south side of Lombard Street, standing back from the line of the street, about midway between Tenth and Eleventh Streets.

1850, July 9.—A great fire commenced on Delaware Avenue, near Vine Street, and extended south toward Race Street and west toward Second Street, and destroyed three hundred and sixty-seven houses. The firemen were so prostrated by the heat and exertion that Mayor Jones telegraphed to New York for several hundred of their firemen to come on to relieve the firemen of this city.

December 30.—Fire at the *Ledger* building, corner of Third and Chestnut Streets.

1851, March 18.—Assembly building, corner of Tenth and Chestnut Streets.

November 12.—Fire at Bruner's cotton-factory, corner of Nixon and Hamilton Streets. Three persons killed and several severely injured.

December 26.—Hart's building and the Shakespeare building, at Sixth and Chestnut Streets.

December 30.—Barnum's Museum, corner of Seventh and Chestnut Streets.

1853, Dec. 9.—Sanford's Opera-House, west side of Twelfth Street, below Chestnut.

1854, July 5.—The National Theatre and Chinese Museum and other buildings, between Chestnut and George [now Sansom] and Ninth Streets. That portion of the block which was entirely swept by the fire was that on which the museum and the National Theatre stood, the store at the corner of Ninth and Chestnut Streets, and the brick buildings immediately east of the theatre and museum on Chestnut and Sansom Streets, the sites of which are now occupied by John Wanamaker & Co.'s clothing store. The houses now standing on the north side of Sansom Street, between Eighth Street and the Continental Hotel building, were damaged by fire, and also the upper part of a store on Eighth Street, between Chestnut and Sansom Streets, and some of the houses on Chestnut Street, between Eighth and Ninth, on the south side, in the roofs.

1856, April 30.—A great fire took place at the corner of Sixth and Market Streets.

1859, Jan. 4.—Factory, Lawrence, above Brown, was burned; loss, about $35,000. The steam fire-engines which were introduced Jan. 20, 1858, did effective service in saving surrounding property.

March 3.—Great fire on Second, below Dock; seventeen families burned out.

August 20.—Great fire at Sloat's planing-mill and sewing-machine factory, Eighteenth Ward.

September 8.—Good Intent mills, in Twenty-fourth Ward, destroyed.

1860, Jan. 17.—Fire at fancy store of T. H. Peters & Co., No. 716 Chestnut Street; loss, $60,000.

February 11.—Destructive fire at Shackamaxon Street wharf.

April 15.—Fire on Delaware Avenue, below Arch.

May 7.—Tattersall's stables, Filbert, below Thirteenth Street, burned, with twenty-eight horses.

May 24.—Richmond and Schuylkill River Railway depot, Girard Avenue and Twenty-fifth Street.

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June 23.—Holy Trinity Catholic Church, Sixth and Spruce Streets.

July 13.—Kimball & Gorton's car-factory, in Fifteenth Ward.

July 22.—Yard, Gilmore & Co.'s store, Nos. 40 and 42 North Third Street; loss, $50,000.

October 19.—Franklin building, Sixth, below Arch Street.

1861, January 7.—Maule & Brothers' lumber-yard, South and Twenty-third Streets.

February 16.—Eastern Penitentiary injured by fire.

September 14.—Fire in dressing-room of Continental Theatre, Walnut, above Eighth Street. Fourteen ballet-girls burned, nine of whom died.

October 30.—Cotton- and woolen-mills, Washington and Twelfth Streets; loss, $100,000.

November 26.—St. Paul's Catholic Cathedral, Christian Street, below Tenth, destroyed by fire accidentally.

1862, February 18.—Work-shops at Frankford arsenal.

October 18.—Destructive fire at Ninth and Market Streets.

October 25.—Destructive fire at Eleventh and Walnut Streets.

December 9.—Destructive fire, Ninth above Poplar.

1863, May 2.—Car-factory at Nineteenth and Market Streets; loss, $100,000.

September 13.—Destructive fire at the navy-yard.

December 18.—Petroleum store-house, Delaware Avenue, below Almond Street.

December 23.—West end of Gray's Ferry bridge.

1864, February 15.—Destructive fire, Second above Chestnut Street.

February 18.—Destructive fire Front and Lombard Streets.

March 27.—Destructive fire Ninth and Wallace Streets.

April 20.—Grant's candle-factory, in Fifteenth Ward; loss, $75,000.

May 19.—Coal-oil refinery, Twenty-third and Arch Streets.

May 24.—Destructive fire Twelfth and Willow Streets.

July 20.—Nixon's paper-mill, Manayunk; loss, $200,000.

July 22.—Simons' wagon-works, at Second and Huntingdon Streets.

November 20.—Destructive fire, Sixth above Market Street.

1865, February 8.—Disastrous conflagration at Ninth Street and Washington Avenue. Originated in coal-oil establishment. Fifty dwellings were burned, and several persons perished in the flames. The streets were filled with snow, and banked up the burning coal-oil, forming a sea of fire.

June 27.—Joseph B. Bussier & Co., fire-works store, Nos. 108, 110 South Delaware Avenue; loss, $100,000.

June 28.—C. J. Fell & Co., spice establishment, No. 120 South Front Street; loss, $70,000.

August 12.—St. George's Methodist Episcopal Church, Fourth, below New Street, partially destroyed by fire.

October 3.—French, Richards & Co., drug establishment, Tenth and Market Streets; loss, near $300,000.

October 8.—Coal-oil sheds, A. R. McHenry & Co., Dickinson Street wharf; loss, $100,000.

December 2.—Landreth Public School partially destroyed by fire.

1866, January 2.—Building 607 Chestnut Street; loss, $150,000.

January 4.—Coal-sheds, Point Breeze gas-works burned; loss, $50,000.

January 23.—R. & W. C. Biddle's hardware-store, No. 131 Market Street; loss, $150,000.

January 30.—Delaware Avenue below Vine Street; loss, $100,000.

February 26.—Great fire, extending from George H. Roberts' hardware-store, Nos. 235 and 237 North Third Street; James, Kent & Santee, wholesale dry-goods house, 237 and 239; Smith & Shoemaker's wholesale drug-house, and others; loss, $800,000. One man killed and nine wounded by the fall of wall of house No. 235 upon house No. 233.

April 20.—Flax- and hemp-factory of Peter Watson, Tenth, above Columbia Avenue; loss, $100,000.

June 9.—Dearie's mill, Callowhill Street, opposite Twenty-fifth; loss, $200,000.

July 5.—Baker & McFadden's planing-mill, on Hillsdale Street, in Sixth Ward, and roofs of five dwellings; loss, $100,000.

July 7.—Fitler, Weaver & Co.'s rope-factory, Germantown road, near Tenth Street; loss, $130,000.

July 12.—Tacony Print-Works, at Frankford, belonging to A. S. Lippincott; loss, $1,000,000.

July 27.—Biddle & Co.'s hardware-store, No. 509 Commerce Street; loss, $150,000.

August 4.—Moyamensing Hall, Christian Street, above Ninth; set on fire by persons opposed to the use of the hall as a cholera hospital, and totally destroyed.

September 7.—Upper story of Union League House burned; loss, $30,000.

December 14.—James Armstrong's mill, at Germantown; loss, $120,000.

December 16.—The "New Ironsides," partially destroyed by fire at League Island.

December 23.—Gustav Bergner's malt-house, Thompson and Thirty-first Streets; loss, $100,000.

1867, June 6.—Explosion at steam saw-mill of Geasy & Ward, Sansom Street, between Tenth and Eleventh. Twenty-two persons killed, some being burned alive, and seven injured. A relief fund of $15,000 was raised for the families of the sufferers.

June 19.—American (formerly Continental) Theatre, north side of Walnut, between Eighth and Ninth, destroyed by fire. Ten persons were killed by the falling of the front wall.

1868, August 4.—Cotton- and woolen-mill of John Brown & Sons, Moyamensing Avenue and Moore Street, burned; loss, $105,000.

August 11.—Fire at Front and New Streets; building occupied by Collins & Bobb, provision and commission merchants; Bartlett & Co., blacking manufacturers; Benjamin Bullock & Sons, storage; loss, $70,000.

November 25.—Atlantic Garden (formerly called City Museum), Callowhill Street, between Fourth and Fifth Streets.

December 3.—Nos. 619–623 Market Street, T. Morris Perot & Co., Sellers Brothers, W. W. Paul & Co, Graeff & Jordan, and Kilburn, Gates & Co.; loss, $150,000.

December 4.—Ferry-boat "Brooklyn," belonging to Gloucester Ferry Company, destroyed by fire; loss, $30,000.

December 30.—Depot of Second and Third Streets Railroad destroyed by fire; twenty cars burned.

1869, January 12.—Store at northwest corner of Chestnut and Hudson Streets damaged by fire to the extent of $25,000.

January 14.—Jewelry establishment of J. E. Caldwell & Co., Chestnut above Ninth Street; also Howell's paper store, adjoining; Orne's carpet store badly damaged. Two clerks in Caldwell's store were burned to death.

April 28.—Old depot of the Germantown and Norristown Railroad Company, Ninth and Green Streets, burned.

April 29.—Skating rink at Twenty-first and Race Streets burned.

May 17.—John Dobson's blanket factory, Falls of Schuylkill.

May 17.—Pennypacker & Sibley's panel factory, Willow Street, above Eleventh.

June 23.—The cloth store of Messrs. Leonard Baker & Co., No. 210 Chestnut Street, damaged by fire; loss, about $50,000.

June 25.—Destructive fire at Sixth and Columbia Avenue; loss, $250,000.

August 4.—Destruction of Col. W. C. Patterson's bonded warehouse, Front and Lombard Streets, with several thousand barrels of whiskey; loss, over $2,000,000.

August 15.—Boston Fish Company's building at Columbia Avenue and Fifth Street; loss, over $50,000.

August 19.—Commission house of J. H. & W. Creighton, No. 217 Chestnut Street; loss, over $50,000.

August 24.—Large factory at Ninth and Wallace; loss, nearly $100,000.

August 31.—Store of James S. Earle & Sons, Chestnut Street, below Ninth; loss, over $100,000.

September 12.—Spice-mills, No. 137 North Front Street; loss, $40,000.

September 16.—The barrel manufactory of W. B. Thomas, at Twelfth and Buttonwood Streets; loss, about $50,000.

December 7.—Partial destruction by fire of new Commercial Exchange building, at Second Street, above Walnut; damage, about $100,000.

1870, January 4.—John Maxson & Son's cotton-mill, at Manayunk; loss, $50,000.

February 17.—Cotton-mill of J. P. Bruner & Sons, Twenty-fourth and Hamilton Streets, partially destroyed by fire; loss, about $200,000.

March 5.—Building, No. 439 Chestnut Street, partially burned.

March 8.—Harmonia Hall (German theatre), No. 717 Coates Street, near Franklin.

June 4.—Nos. 15 and 17 South Third Street; loss, $60,000.

June 14.—Gaul's brewery, New Market and Callowhill Streets.

June 24.—Sash- and door-factory of Kimby & Madeira burned down and adjoining property damaged.

June 25.—Bussier & Co.'s store, No. 107 South Water Street, during which fireworks exploded, killing Charles Ross, a fireman, and wounding a number of others.

July 10.—Flour-mill of Rowland & Irvein, on Broad, below Vine.

July 26.—Sugar refinery of Newhall, Borie & Co.; loss, $1,000,000. A number of firemen were injured, one of whom, Matthias Furey, died July 27th.

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July 26.—John Dearie's cotton-mill, Linn Street; loss, $60,000.

August 8.—Large mill of Theodore Vetterlein, Twenty-second and Wood Streets.

August 14, Bergdoll and Peotta's brewery.

August 27.—The planing-mill of Jesse C. & C. E. Coulson, Twenty-fourth and Brown Streets.

September 6.—Smith & Harris' saw-mill, Coates and Beach Streets, and a large quantity of lumber.

September 8.—Large building at No. 235 Race Street.

September 10.—The carpet manufactory of Bromley & Brothers, Jasper and York Streets; loss, $75,000.

September 17.—The planing-mill of N. F. Wood, at Spruce Street wharf, Schuylkill.

September 27.—Store at No. 219 North Third Street.

October 12.—The planing-mill of D. Maguire, Ridge road.

October 18.—Cotton and woolen-mill, Twenty-first Street and Pennsylvania Avenue, partially destroyed by fire.

October 20.—The chair-factory of George Fenner, No. 1730 North Fifth Street.

November 22.—Steamboat "City of Bridgeton" burned while lying above Pier 7, North Wharves, on the Delaware; loss, about $70,000.

1871, February 10.—Charles Shaw's woolen-mill, on Duy's Lane, Germantown.

April 19.—S. J. Mintz's fur-store, No. 408 Arch Street; loss, $10,000.

May 27.—Keystone Marble-Works of Jacoby & Prince, Market Street, near Twentieth.

May 28.—Woolen-mill, No. 3021 Chestnut Street, damaged by fire.

May 28.—Warehouse of Malone & Co., 1126 and 1128 Washington Avenue.

June 5.—Planing- and saw-mill of Stanley & Neber, Marshall Street, below Girard Avenue, and about forty other buildings were destroyed or damaged by fire; loss, about $150,000.

June 6.—Stores Nos. 527 and 529 Commerce Street.

June 6.—Shoddy-mill, foundry, etc., at Thirtieth and Chestnut Streets, damaged by fire; loss, about $20,000.

June 23.—Gillingham & Garrison's saw-mill, Richmond and Norris Streets; loss, $40,000.

July 11.—Pattern-shop at I. P. Morris & Co.'s Port Richmond iron-works struck by lightning and destroyed by fire; loss, $55,000.

August 10.—The retort-house at J. S. Lovering & Co.'s sugar-refinery, Lagrange Place; loss, $25,000.

August 29.—Building No. 3029 Chestnut Street partially destroyed; loss, $25,000.

September 23.—Planing-mill of W. P. Henderson, Coates and Twenty-first Streets; loss, $15,000.

September 29.—Jessup & Moore's paper warehouses, Nos. 524 and 526 North Street and 27 North Sixth Street; loss, $200,000.

September 29.—Jacob Schonning's morocco-manufactory, No. 1545 Randolph Street; loss, $90,000.

October 4.—Victoria Oil-Works, on Moyamensing Avenue; loss, $50,000.

October 11.—Meeting of citizens at the mayor's office to raise funds for the relief of the sufferers by the fire at Chicago; $104,000 subscribed, which was afterward increased to nearly half a million dollars. Among the principal contributions were the following:

W. H. Horstman & Sons.	$1,000.00	Delaware Mutual Safety Insurance Company....	$1,000.00
G. Dawson Coleman.....	1,000.00	Alfred G. Baker.....	1,000.00
William Bucknell.....	1,000.00	Fidelity Insurance, Trust and Safe Deposit Company.....	1,000.00
West Philadelphia Passenger Railway Company, by John S. Morton, president.....	1,000.00	First National Bank.....	1,000.00
Western Saving Fund Company, by John Wiegand, president.....	1,000.00	John Rice.....	1,000.00
Alexander Brown.....	1,000.00	Joseph Harrison, Jr.....	1,000.00
McKean, Borie & Co.....	1,000.00	Charles Wheeler.....	1,000.00
Homer, Colladay & Co....	1,000.00	M. Baird & Co.....	1,000.00
William Sellers & Co.....	1,000.00	Jacob Riegel & Co.....	1,000.00
James, Kent, Santee & Co.	1,000.00	Davis & Elverson.....	1,000.00
D. S. Brown & Co.....	1,000.00	Charity Fund, Board of Brokers.....	1,000.00
Coffin & Altemus	1,000.00	Estate of S. V. Merrick...	1,000.00
Stuart & Brother.....	1,000.00	Thomas Sparks.....	1,000.00
Shortbridge, Borden & Co.....	1,000.00	Fourth National Bank...	1,000.00
Charles H. Rogers.....	1,000.00	National Bank of the Republic.....	1,000.00
John B. McCreary.....	1,000.00	Phœnix Iron Company...	1,000.00
McKeone, Van Haagen & Co.....	1,000.00	Naylor & Co.....	1,000.00
Charles Macalester.....	1,000.00	Joseph S. Lovering.....	1,000.00
Lewis Wharton & Co.....	1,000.00	Philadelphia Musical Association.....	1,000.00
Morris, Tasker & Co.....	1,000.00	Stokes, Caldwell & Co.....	1,000.00
Powers & Weightman....	1,000.00	Charles S. Coxe.....	1,000.00
		Gregg, Green & Co.....	1,000.00

State Council of Pennsylvania O. U. A. M.....	$1,000.00	Millinery Trade.....	$1,095.00
Mutual Assurance Company	1,000.00	Notions Trade.....	1,900.00
Clement Biddle.....	1,000.00	John J. Ridgway, of Paris	2,000.00
Penn Mutual Life Insurance Company.....	1,000.00	Girard Bank.....	2,000.00
National Life Insurance Company	1,000.00	S. & W. Welsh.....	2,000.00
Philadelphia Fire Insurance Company.....	1,000.00	Lehigh Valley Railroad Company.....	2,000.00
Waterman & Beaver.....	1,000.00	Presbyterian Churches...	4,686.00
North Pennsylvania Railroad Company.....	1,000.00	George W. Childs.....	5,000.00
Thomas W. Price.....	1,000.00	Drexel & Co.....	5,000.00
Mrs. Thomas W. Price,...	1,000.00	John A. Brown.....	5,000.00
William Matthews.....	1,000.00	Thomas A. Scott.....	5,000.00
John Milnes.....	1,000.00	Henry H. Houston.....	5,000.00
Alexander Ervin.....	1,000.00	Jay Cooke & Co.....	5,000.00
Tobacco Board of Trade.	1,000.00	Philadelphia Bank.....	5,000.00
First Unitarian Church..	1,030.50	Knights Templar Commanderies of Philadelphia.....	3,112.50
Alt Male Singing Society	1,030.00	Dry Goods Trade.....	7,220.00
Merchant Tailors' Exchange.....	1,406.00	Drug Exchange.....	7,072.00
Hat and Cap Interest.....	1,441.75	Rom. Catholic Churches..	9,897.60
Citizens of Frankford.....	1,500.00	Board of Brokers.....	10,000.00
Tobacco Board of Trade (additional).....	1,976.00	Odd Fellows' Lodges of State of Pennsylvania.	21,586.06
		Prot. Episcopal Churches	21,927.84
		Pennsylvania Railroad...	25,000.00
		Methodist Churches.....	40,300.00
		Commercial Exchange...	40,000.00

October 17.—Old brick church, Second Street, above Poplar, used as an opera-house by Samuel S. Sanford.

October 18.—Parker & Mac Philimy's planing-mill, Sixteenth and Fitzwater Streets.

October 21.—Planing-mill of William Barth, Trenton Avenue and Adams Street; loss, $11,000.

November 4.—Phosphate-works of Watteson & Clark, near the Point Breeze Gas-Works; loss, $150,000.

December 11.—John Dalton's woolen-mill, Factory Street, above Twenty-fifth; loss, $17,000.

December 22.—Whiting-works of John Petit & Co., New Market Street, above Vine; loss, $28,000.

1872, January 5.—Moore & York's furniture-factory, Levant Street above Spruce; loss, $18,000.

January 25.—Store and manufactories, Minor Street, above Fifth, loss, $18,000.

January 26.—Pork-packing establishment, Sixth and Reed Streets; loss, $20,000.

February 11.—Oil-cloth manufactory of Thomas Potter, Son & Co., Second Street road; loss, $100,000.

February 14.—Shoe and leather warehouse of George F. Roedell & Co., No. 305 North Third Street; loss, $75,000.

February 29.—Umbrella-factory of G. W. Carr & Co., Twelfth and Willow Streets; loss, $15,000.

March 2.—F. M. Adams & Co., hame-factory, Sixteenth and Carpenter Streets; loss, $20,000.

March 4.—Dr. Jayne's building, on Chestnut Street, below Third; loss, $300,000.

March 12.—Lumber-yards of H. B. Deacon, L. C. Wilmouth, and others, Twentieth and Market; loss, $56,000.

March 16.—K. P. Moyer & Bros., harness-factory, Market Street, above Seventh; loss, $75,000.

March 20.—Simmons & Slocum's Opera-House, Arch Street, above Tenth; loss, $50,000.

March 29.—Store and factory of the Weikel & Smith Spice Company Front Street, below Race; loss, $80,000.

April 2.—Stewart's Franklin Coal-Oil Works, Gibson's Point; loss, $25,000.

April 4.—Stables of Knickerbocker Ice Company, American and Master Streets; loss, $30,000.

April 7.—Cooper's furniture-factory, Frankford; loss, $31,000.

April 9.—Baugh & Son's phosphate-works, Morris Street and Delaware River; loss, $100,000.

April 13.—Depot of the Second and Third Streets Passenger Railway Company, Frankford road and Lehigh Avenue; loss, $30,000.

May 10.—Cedar-ware manufactory of John Rodgers, Barnett Street; loss, $65,000.

May 19.—Jayne's building, Dock Street, below Third; loss, $750,000.

May 22.—Planing-mill of Gibson, Crillman & Co., Filbert Street, above Twenty-first; loss, $22,000.

May 25.—Clement & Dunbar's planing-mill, Beach and Shackamaxon Streets; loss, $35,000.

May 26.—J. B. Downing's stationery-store, Eighth and Walnut Streets; loss, $18,000.

May 27.—Greenwood's woolen-mill, Wissahickon; loss, $20,000.

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June 11.—Wilde's cotton- and woolen-mill, Church and Adams Streets, Frankford; loss, $30,000.

June 22.—Stuart & Hunt's coal-oil works, Islington Lane, above Nineteenth Street; loss, $15,000.

June 24.—Little, Wood & Lancaster's dye-works, Ridge Avenue, Falls of Schuylkill; loss, $20,000.

June 28.—Varnish-works, Girard wharves, North Delaware Avenue, above Market Street; loss, $40,000.

July 1.—Elkins & Middleton's rectifying establishment, Front Street, below Vine; loss, $100,000.

July 7.—Warehouse of T. B. Bickerton & Co., Fourth Street, below Market; loss, $45,000.

July 11.—Store of Keystone Collar Company and Martien's printing-office, Seventh Street, below Market; loss, $15,000.

July 22.—Bookbinding establishment of J. B. Potter & Co., No. 611 Commerce Street; loss, $20,000.

July 25.—Car- and tube-works of Allison & Sons, Thirty-second and Walnut Streets; loss, $200,000.

July 25.—Planing-mill of Mahaffey & Yohe, Thirty-first and Chestnut Streets; loss, $22,000.

August 4.—Simons' wagon-works, Second and Huntingdon Streets; loss, $50,000.

October 3.—Warehouses of John Boyle and Cockerill & Son, Front Street, below Walnut; loss, $10,000.

October 14.—Paint-works of G. H. Russell, Fourth Street, above Vine; loss, $30,000.

October 20.—R. J. Lehman's planing-mill, Beach Street, below Hanover; loss, $35,000.

October 30.—Robert Savage's carpet manufactory, No. 2209 Amber Street; loss, $20,000.

November 13.—Planing-mill of Alfred Teal, Carpenters' ice depot, coal-yard, dwellings, etc., Eighth and Willow Streets; loss, $50,000.

November 15.—Saw-mill and steel-works of Henry Disston & Sons, Laurel and Front Streets; loss, $150,000.

November 19.—Planing-mill of D. B. Kelly, and bedstead manufactory of Reibel & Lincoln, Brown Street, above Fourth; loss, $34,000.

1873.—Adamantine candle-works of C. H. Grant & Co., southwest corner of Twenty-third and Hamilton Streets. Alexander Wilson and Samuel Walker lost their lives, and two other persons were seriously injured.

August 14.—An oil-train ran off the Greenwich Point branch of the Pennsylvania Railroad at Twenty-fourth and Mifflin Streets. Seventeen cars were burned with their contents, and the engineer and fireman were burned to death; loss, $24,000.

December 6.—Warrington & Co.'s pen-factory, northwest corner of Twelfth and Buttonwood Streets; loss, $25,000.

1874, January 4.—Sugar refinery of McKean, Newhall & Borie, La Grange Place, between Second and Third Streets; loss, $200,000.

January 29.—New Olympic Theatre (National Hall), Market Street, below Thirteenth; loss, $200,000. Two firemen were killed.

March 5.—Ropewalk of John P. Bailey & Co., Otsego and Norris Streets; loss, $20,000.

March 17.—Methodist Episcopal Church at Holmesburg.

March 19.—Insull & Dorey's spring-factory, No. 1437 Hutchinson Street; loss, $35,000.

March 24.—Machine-shops and other buildings of the ship-yard of William Cramp & Son, Beach and Norris Streets; loss, $175,000.

April 29.—Steamship "Mediator" burned at Pier No. 19, Delaware Avenue, below Callowhill Street; considerable amount of the cargo was destroyed; loss, estimated at $250,000.

May 23.—Sash-factory and planing-mill of Hasel & Co., northeast corner of Eighth Street and Girard Avenue; loss, $25,000.

May 29.—Printing establishment of Edward Stern, No. 11 North Sixth Street; loss, $20,000.

July 3.—Henry Loth's sewing-machine factory, southeast corner of Broad and Wallace Streets; loss, $35,000.

August 4.—S. B. & F. Hansell's coach-makers' trimmings, and James McVeigh's carpet-yarn manufactory, northwest corner of Germantown road and Columbia Avenue; loss, $22,000.

September 1.—James Wright's carpet-factory, Twenty-third and Simes Streets; loss, $25,000.

September 5.—George W. Bains' trunk-factory, Eutaw Street, below Race; loss, $15,000.

October 29.—Jacob Hohensdel's Falls of Schuylkill brewery; loss, $45,000.

November 2.—Glass-works of T. I. Cook, York and Thompson Streets; loss, $35,000.

December 20.—Mair & Cranmer's sail-loft, No. 40 South Delaware Avenue; loss, $18,400.

1875, January 28.—Methodist Episcopal Church, Cumberland and Coral Streets; loss, $12,600.

January 30.—J. M. Preston's cotton- and woolen-mill, Manayunk; loss, $31,526.

February 9.—Keen & Coates' tannery, 943 North Front Street; loss, $46,600.

February 15.—Nos. 113 and 115 North Third Street, and adjoining buildings, occupied by manufacturers and merchants; loss, $50,000.

February 27.—Washington Butcher's Sons' meat-packing establishment, 146 and 148 North Front Street, and adjoining buildings; loss, $100,000.

March 1.—G. W. Plumly's (American Paper-Box Company) box-factory, southeast corner of Fourth and Branch Streets, and adjoining buildings; loss, $45,000.

April 23.—Dawson & Shaw's cotton-mill and adjoining property, Manayunk; loss, $25,975.

June 7.—John Brown & Sons' cotton- and woolen-mill, Eighth and Tasker Streets; loss, $42,797.

June 13.—N. W. Harkness' coal-oil refinery, Gibson's Point, oil-tanks struck by lightning; loss, $12,189.

August 15.—F. Perot's Sons' malt-house, Nos. 310 to 320 Vine Street; loss, $31,303.

October 4.—Burgin & Sons' glass-factory, Girard Avenue and Palmer Street, and adjoining buildings; loss, $20,000.

October 14.—Mattress- and furniture-factories, Randolph Street, above Oxford; loss, $20,000.

October 31.—Carlton Woolen-Mills, Twenty-third and Hamilton Streets; loss, $500,000.

November 10.—J. F. Betz's malt-house, St. John Street, below Callowhill; loss, $20,000.

November 20.—Market Street bridge over the Schuylkill destroyed by fire. The permanent bridge was first opened for travel Jan. 1, 1806; rebuilt and widened, 1850–51.

December 8.—William B. Thomas' barrel-factory, Willow Street, between Twelfth and Thirteenth Streets; loss, $200,000.

1876, January 23.—The sash- and planing-mill of G. W. Swartz & Co., No. 2026 North Tenth Street.

March 4.—Wholesale dry-goods establishment of Wood, Marsh & Co., Garretson, Blakemore & Co., and others, at No. 311 Market Street; loss, $350,000.

March 16.—Standard Carpet-Mills, Sepviva and Blair Streets; loss, $50,000.

March 18.—West End Mills, Sixty-seventh and Lombard Streets; loss, $195,000.

April 10.—Roxborough Baptist Church; loss, $21,000.

April 12.—Stores of J. H. Reall & Co., and Baumgardner, Woodward & Co., Delaware Avenue, above Chestnut Street; loss, $50,000.

July 25.—Western Union Telegraph office, corner of Third and Chestnut Streets, by which two hundred wires leading to all parts of the Union were destroyed.

July 26.—Shoddy-mill of William Johnston, No. 1142 St. John Street. Four women jumped from the upper story windows, of whom two were killed and the others severely injured.

September 3.—Mund & Albrecht's farm, Falls Lane, near Schuetzen Park; loss, $50,000.

September 9.—Exhibition places, side-shows, beer-saloons, and other wooden buildings at "Shantytown," on Elm Avenue, between Belmont Avenue and Forty-second Street, opposite the Main Centennial Exhibition Building, and extending to Columbia Avenue; loss, about $50,000.

October 5.—A portion of Lauber's restaurant, Centennial grounds.

1877, January 19.—Flouring-mills of Detwiler & Co., Nos. 3042 and 3044 Market Street; loss, $75,000.

January 20.—Baeder & Adamson's glue-works, Alleghany Avenue and Richmond Street; loss, $20,000.

January 20.—Sash- and blind-factory of Keller & Krouse, American Street; loss, $30,000.

February 25.—Fox's American Theatre, Chestnut Street, above Tenth, with Rodgers' carriage-factory and other buildings, including damage to the books of the Mercantile Library; loss, $300,000. One man killed.

March 10.—Planing-mill of Turner, Lanish & Co., Noble Street, between Eleventh and Twelfth, and adjoining property; loss, $30,000.

April 4.—Menagerie storage-building and stables of Adam Forepaugh, Wistar Street, near Godfrey Avenue, Germantown; loss, $20,000.

July 19.—Swift & Courtney's match-factory, No. 219 North Fourth Street; loss, $45,000.

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September 29.—Morocco-factory of W. Shollenburger & Sons, southwest corner of Putnam and Mascher Streets; loss, $250,000.

October 31.—Craig, Finley & Co.'s printing establishment, Arch Street, above Tenth; loss, $35,000.

November 7.—Randolph Mills, Randolph Street, above Columbia Avenue, occupied by Weil & Sons, Harvey & Good, and others; loss, $50,000.

November 22.—Howell, Finn & Co. and George Harding's property, at southwest corner of Ninth and Chestnut Streets; loss, $100,000.

November 25.—Times Finishing-Works, Kenton Place, above Gothic Street; loss, $15,000.

December 10.—Cotton-mill of J. & J. Crowley, Eighth and Encu Streets.

December 15.—Fire at the building in which Thomas Jefferson wrote the Declaration of Independence, at the southwest corner of Seventh and Market Streets; loss, $15,000, suffered by Simon & Co. and Longacre & Co.

December 15.—McWilliams' bakery, No. 1436 Mervine Street.

December 25.—Cutlery-works of White & Sansom, Oxford and Head Streets, Frankford; loss, $15,000.

December 25.—West & Co., shoe dealers, and E. P. Kelly, tailor, at No. 1033 Chestnut Street; loss, $10,000.

1878, January 1.—Millinery establishment of T. Kennedy & Bros., No. 1216 Chestnut Street; loss, $29,000.

January 2.—Shoe-factory of Shirley & Rommel, No. 713 Market Street; loss, $40,000.

January 11.—Chatham Mills, for the manufacture of yarn, between Howard and Hope Streets and Berks and Montgomery Streets, occupied by Harper and Montague and John F. Lodge; loss, $50,000.

January 31.—Wholesale dry-goods store of H. P. & W. P. Smith, Nos. 224 and 226 Chestnut Street, also occupied by George Campbell, manufacturer of woolen goods; loss, $400,000.

February 14.—Carriage-factory of Jacob Rech, southeast corner of Eighth and Girard Avenue; loss, $12,000.

March 16.—Bedstead-factory of Moyer, Tufts & Co., Richmond Street, above Montgomery; loss, $15,000.

March 25.—Fire, which commenced at Fourth and Cherry Streets, in the store of H. K. Wampole, extended nearly down to Arch Street; loss, $750,000.

May 10.—Phosphate manufactory on Venango Street, near the Delaware River; loss, $75,000.

May 16.—Southwark Cotton-and Woolen-Mills of John Brown & Sons, Moyamensing Avenue and Moore Street; loss, $42,000.

June 7.—Paraffine-works of Dr. Farnsworth, Schuylkill River, above Race Street; loss, $20,000.

October 12.—Hero Glass-Works of W. A. Leavitt, at Aramingo, Cedar, Gaul, and Adams Streets; loss, $60,000.

November 3.—Ice-house of Knickerbocker Ice Company, Schuylkill River, above Manayunk; loss, $35,000.

November 5.—Edward Shippen School-house, Cherry Street, above Nineteenth; loss, $15,000.

November 9.—Ice-house of Bergner & Engel's brewery, Thirty-second and Thompson Streets; loss, $150,000.

November 12.—Chair-factory and lumber-yard of Hutchinson, Nichols & Co., American Street, above Susquehanna Avenue; loss, $10,000.

1879, January 20.—Cotton- and woolen-mills of John Brown & Son, corner of Eighth and Tasker Streets; loss, $200,000.

March 1.—Cracker bakery of Walter G. Wilson & Co., Nos. 212 and 214 North Front Street; loss, $40,000.

March 24.—Smoke-house and ham-curing establishment of Washington Butcher's Sons, Nos. 146 and 148 North Front Street; loss, $30,000.

March 31.—Fire and explosion at Belmont Oil-Works, Twenty-fourth and Mifflin Streets. Two men were burned to death and one badly injured; loss, $80,000.

April 6.—Fire broke out in five-story brick industrial building, northeast corner of Race and Crown Streets, occupied by James Smith & Co., manufacturers of mill supplies, J. Wagner, shoe manufacturer, S. R. & F. Hansel, military and coach trimmings, and others, and extended to the building northwest corner of Fourth and Race Streets, occupied by William Waterall & Co., dealers in paints and colors, Ignatius Kohler, bookseller and printer, H. Muhr & Sons, jewelers, and others. Upon North Fourth Street the establishments of Misch, beer-bottler, F. Volker, saloon, and the Swift & Courtney match-factory were burned, and other properties injured. Southwest corner of Fourth and Race, building occupied by A. W. Stewart & Sons, blank-book sellers and printers, was partially destroyed, and upon Race Street, Nos. 402, 404, and 406, formerly occupied by Thakara, Beck & Co., Nos. 408, 410, and 412, occupied by Whitall, Tatum & Co., glassware, Fruh's saloon, No. 414, Hoover's ink manufactory, were destroyed and other properties in the neighborhood injured. Loss, $800,000. Albert Fruh was killed and Fred Fruh severely injured, and three firemen were also injured.

May 11.—Brewery of Sebastian Nagle, Paoli Avenue, Roxborough; loss, $21,000.

June 11.—Lightning struck the oil-canning shed of Le Compte & Perkins, at Point Breeze, on the banks of the Schuylkill, setting it on fire. The flames were communicated to the works of the Atlantic Refining Company and the Atlantic Petroleum Storage Company, the whole covering thirty-five acres. The buildings, sheds, wharves, and an immense stock of oil were destroyed, together with five vessels, which were loaded or being loaded with petroleum, to wit.: bark "La Fiume" (Austrian), bark "F. Rech" (German), ship "Hudson" (Norwegian), bark "Guiseppe Quinto" (Italian), bark "Ilion" (Russian). Loss, estimated at $300,000. The fire burned two days, and on the 13th communicated to the property of the Atlantic Petroleum Storage Company and of the Empire Petroleum Storage Company, and property of Davis & Murphy and of Harris & Sneven. Loss, over $150,000.

June 20.—G. W. Smith furniture-factory, west side of Ridge Avenue, below Master Street; loss, $20,000.

June 27.—Southeast corner of Seventh and Cherry Streets, damaging Hastings' gold-leaf establishment and Stern's printing-office; loss, $20,000.

June 27.—Explosion of boiler and fire at the planing-mill of Alpheus Wilt & Sons, Front Street, below Brown, destroying portions of that building and others on Court Alley. Four persons were killed and several injured.

July 15.—Perseverance Woolen- and Cotton-Mill, owned by J. P. Holt & Brother, Main Street, near Shur'sL ane, Roxborough; loss, $30,000.

July 17.—Stores of Rudolph & Buzby, wholesale grocers and cheese dealers, Nos. 7 and 9 South Water Street; loss, $30,000.

September 15.—Explosion and fire at the Quaker City Coal-Oil Works, Second Street and Erie Avenue; one man killed and two others injured.

September 28.—Sash-, blind-, and planing-mill of B. W. Chalfant, Willow Street, between Eleventh and Twelfth; loss, $15,000.

October 1.—Keystone Wool- and Yarn-Mill, Callowhill Street, above Twenty-fifth, occupied by Beswick & Kay and John Forrest; loss, $28,000.

October 16.—Shoddy-mill of Wray & Adams, Conestoga and Torr Avenue, West Philadelphia; loss, $16,000.

November 1.—Fire at the grain and storage warehouse occupied by Brooke & Harper, Pugh & Kirk, and Robert Fletcher, Nos. 1729, 1731, 1733 Market Street, east of Eighteenth; loss, $150,000.

December 23.—St. David's Protestant Episcopal Church, Centre Street, near Baker, Manayunk; loss, $18,000.

1880, January 5.—Kitchenman's mill, Huntingdon Street, between Jasper and Emerald Streets; loss, $10,000.

January 14.—Fire at spring-factory of John Scott, New Market and Pollard Streets, which also destroyed J. J. Plucker & Co.'s cabinet manufactory, and damaged the factory of H. Oetzel, J. Worthington's machine-shop, and Buckley & Co.'s spoke-works; loss, $55,000.

January 25.—Stephen S. Whitman & Sons, southwest corner of Twelfth and Market Streets; loss, $70,000.

January 25.—Planing-mill of Charles A. Doerr, Thirty-eighth Street, below Spring Garden; loss, $35,000.

February 2.—Furniture-factory of John A. Eberts, also occupied by W. W. Altemus, cotton machinery, and others, on Edward and Lydia Streets, above Hancock Street; loss, $60,000.

February 2.—Keystone Flour-Mill, corner of Leopard Street and Girard Avenue, occupied by Stetler & Co., millers; loss, $35,000.

February 9.—Clifton Mills, Berks Street, between Howard and Hope Streets, property of Harpst, Montague & Co., also occupied by Isaac Stead, Dalt & Brothers, and William Topham and others; loss, $190,000.

February 29.—Steam barrel-factory of N. & H. O'Donnell, corner of Moyamensing Avenue and Tasker Street; loss, $20,000.

March 23.—Stables of the Richmond branch of the Union Passenger Railway Company at Thompson and Norris Streets; loss, $20,000.

April 1.—Factory occupied by J. Conway & Co., manufacturers of umbrella frames, Novelty Paper Box Company, and others, at northwest corner of Twelfth and Noble Streets; loss, $100,000.

April 7.—Tea and coffee store of John Lamont, No. 51 South Second Street; loss, $20,000.

May 17.—Gardner's Continental Brewery, Twenty-first Street and Washington Avenue; loss, $75,000.

June 4.—Patton, Allison & Jones, cotton-mills, north side of Washington Avenue, above Twelfth Street; loss, $30,000.

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June 17.—Button-factory of E. Wahl, No. 2337 North Seventh Street, and Castle & Bros.' terra-cotta works; loss, $18,000.

June 24.—Block bounded by Christian, Marriott, Third and Fourth Streets, which destroyed Nice's sash- and frame-mill, Smyth's lumber-yard, with stables and dwelling-houses; fifty-four buildings in all being either totally consumed or heavily damaged; loss estimated at $100,000.

June 28.—Hosiery-mills, Crease Street, above Girard Avenue, occupied by Martin, Cardiff & Wilcox, hosiery manufacturers; W. Thornton yarn-spinner, and E. D. Wilcox, cotton laps; loss, $30,000.

August 25.—Fire at the W. B. Thomas Flour-Mill, northwest corner of Thirteenth and Noble Streets, which extended to Stuart & Peterson's hollow-ware works, and Gumpert & Bros.' cigar-factory, with other buildings; loss estimated at $200,000. William Miller, foreman of the Thomas Mill, was overwhelmed in the falling ruins and killed.

September 3.—Marshall Brothers' rolling-mill, Beach and Marlborough Streets; loss, $50,000.

September 18.—Store of the Globe Broom Works of W. T. Waters & Co., and grocery and dried-fruit store of B. F. Moyer, 46 North Delaware Avenue, and 47 North Water Street; loss, $11,000.

October 12.—Stone flour-mill, Mill Street, Holmesburg, owned by George Pennock and occupied by Donovan & Miller, totally destroyed by fire; loss estimated at $12,000. This mill was the oldest in Pennsylvania, having been erected in 1697.

October 22.—Yarn- and cotton-factory of Dixon & Roberts, Canal Street, between Girard Avenue and Thompson, also occupied by Alexander and John McConnell, morocco manufacturers; cotton machinery entirely destroyed; loss estimated at $86,000.

December 3.—Clothing store of Livesight, Greenwald & Co., No. 45 North Third Street; loss, $22,000.

December 4.—North Mill of the Ladenberg Manufacturing Company.

December 12.—In Ferris' Court, near Front and Vine Streets, two persons burned to death.

December 14.—Manly & Son, manufacturers of telegraph wire cables, Forty-fourth and Chestnut Streets; loss, $16,000.

December 23.—B. Crawford's tannery, Sixth, above Thompson; loss, $25,000.

December 30.—Picture-frame factory of F. Boland, No. 18 North Ninth Street; loss, $20,000.

December 31.—Paint and varnish warehouse of S. B. Wetherill & Co., No. 126 Coombes' Alley; loss, $25,000.

December 31.—Paper-mill of M. & W. H. Nixon, Manayunk; loss, $60,000.

1881, January 14.—Columbia Shoddy-Mill, Columbia Avenue and Fifth Street; loss, $15,000.

January 18.—Carpet-yarn mill of James Whitaker and Schofield & Gardiner, Trenton Avenue and Sargeant Street; loss, $16,000.

January 18.—Explosion and fire at the works of the Atlantic Petroleum Refining Company, at Point Breeze, on the Schuylkill River; loss, $60,000.

January 19.—Malt-mill of brewery of G. F. Rothacker, Thirty-first and Master Streets; loss, $30,000.

January 28.—Carpet-yarn mill of Richard Hay, Shurs' Lane and Main Street, Manayunk; loss, $10,000. Thomas Blackly, a workman, was burned to death.

January 31.—Beth-Eden Baptist Church, northwest corner Broad and Spruce Streets, totally destroyed by fire. Loss on property on Spruce Street, adjoining and on opposite side, $30,000; on the church, $140,000. Horticultural Hall took fire from church and totally destroyed; loss, $60,000.

February 1.—Fire in the six- and eight-story factories extending from No. 212 to No. 224 Carter's Alley and to the corner of Exchange Place, and in buildings south of Carter's Alley upon Exchange Place occupied by Mayer & Stern, boot-and-shoe manufacturers; S. L. Larzelere, printer; S. L. Allen & Co., agricultural implements; the Weikel & Smith Spice Company, Keystone Portable Forge Company, and others; loss estimated at $200,000.

March 9.—Belmont Oil-Works of W. L. Elkins & Co., Long Lane, near Twenty-fourth and Mifflin Streets; loss, $80,000.

April 5.—Farmers' Bone and Fertilizer Works and ninety boat-houses of the Southwark double-end yacht club; loss, $110,000.

April 21.—Lager beer brewery of Philip Guckes, School Lane, near the Falls of Schuylkill; loss, $6000.

April 24.—Drug and spice mill of George J. Hardie, Nos. 223 and 225 Wood Street; loss, $12,000.

April 28.—Grain elevator at Girard Point, containing nearly one hundred thousand bushels of grain; loss, $700,000.

May 26.—Steamship "Tropic," lying at a pier above Arch Street, on the Delaware, partially burned; loss estimated at $15,000. Michael O'Leary, fireman of the ship, suffocated.

June 1.—Steam boiler in dye-house of Thomas Gaffney & Co., No. 2430 Collins Street, Nineteenth Ward, exploded, causing the death of Frank Harbison, Frederick Duscher, and Robert Bradley, and injuring five others, besides throwing down the dye-house, which was partially burned, and injuring other property; loss estimated at $30,000.

July 20.—Pequea Cotton- and Woolen-Mills, owned by William Wood & Co., Pennsylvania Avenue and Twenty-second Street; loss, $160,000.

August 26.—Lager beer brewery of Henry Müller, Thirty-first and Jefferson Streets; loss, $75,000.

August 29.—Globe Mills, Germantown, Broad, below Girard Avenue, occupied by Schatchard & Hoffman, silk-yarn spinners, and the Midnight Yarn Company; loss, $15,000.

September 8.—Mill of Travis & Co., and Broomley & Sons, yarn manufacturers and weavers, Fairhill Street and Susquehanna Avenue; loss, $15,000.

September 14.—Union Hub, Spoke, and Rim Works of Fitler & Dubois, corner of Otter and Leopard Streets; loss, $3000.

September 25.—Main building of Swarthmore College, Delaware County, an institution managed by the Society of Friends, of Philadelphia; loss, $350,000.

September 29.—Stables of Adams Express Company, Twenty-second Street, below Market; loss, $10,000.

October 1.—Linseed oil works of Grove & Brothers, at Greenwich Point, First Ward; loss, $50,000.

October 12.—The Randolph Cotton- and Woolen-Mill, occupied by Charles H. Landenberger, Randolph Street, above Columbia Avenue. There were thirty-eight workingmen and girls in the building, all of whom were cut off from escape by the rapid progress of the flames. Nine were killed by jumping from the windows or burned to death while in the building, or died afterward from their injuries; thirteen were seriously maimed or injured; sixteen escaped; loss by the fire on the building, $10,000, on stock and machinery, heavy.

October 24.—Stationery store of William F. Murphy's Sons, Chestnut Street, above Fifth; loss, $25,000.

November 5.—Cotton and wool warehouse of Miller & Brothers, No. 134 South Front Street; loss, $20,000.

November 30.—Looking-glass and picture-frame gallery of George C. Newman, No. 806 Market Street; loss, $45,000.

December 14.—Corn Exchange Bag-, Rope-, and Twine-Manufactory of John T. Bailey & Co., Otsego Street, north of Morris; loss, $200,000.

1882, January 1.—Fire at northwest corner of Fourth and Race Streets, occupied by Kauffman, Strouse & Co., cloak and trimming manufacturers; Cox & Sons, machinists' tools and fittings; Clark & Burr, manufacturers' supplies; and W. Waterall & Co., oils and paints; loss, $40,000.

January 5.—Woolen- and cotton-mills of Sevill Schofield, Canal bank, Manayunk; loss, $50,000.

January 26.—Keystone Hub-, Spoke- and Wheel-Works, Charles Scott's railway car-spring factory, and N. H. Harned's silk-fringe factory, New Market Street, above Laurel, destroyed by fire; loss, estimated at $125,000.

February 10.—Scioto Carpet-Mill of Thomas Schofield, Manayunk; loss, $30,000.

February 20.—No. 244 North Delaware Avenue (building extending to Water Street), the flames extending to Nos. 233, 235, 237, and 239 North Water Street; loss, about $150,000, sustained by Berge & Myer, rag dealers; Albion Print-Works; C. S. Garret & Son, rags; R. H. Parker, millmaker; William Larzalere & Sons, grocers, and others.

March 17.—Cotton- and woolen-mill of J. W. Hilton, Girard Avenue, near Forty-sixth Street; loss, $20,000.

March 23.—The boiler of the tug-boat "Henry C. Pratt," at Pier No. 8, South Wharves, exploded, killing five persons and totally destroying the boat. The tug-boat "Elia," lying near by, caught fire and was destroyed. Station of Philadelphia and Atlantic City Railroad burned, and adjoining property injured; loss, $20,000.

March 23.—Fire at No. 20 North Fifth Street, occupied by Berrick, Roller & Co., wholesale druggists, and the Standard Gloss Varnish Company; loss, $12,000.

March 25.—Cork-manufactory of C. N. Rossel, Third Street, above Callowhill; adjoining buildings injured; loss, about $45,000.

March 29.—Store-building of Jacob Rorer & Son, Old York road, Branchtown; loss, $30,000.

April 1.—Philadelphia Sewing-Machine Company's works, northwest corner Thirteenth and Buttonwood; property of R. Moorehouse injured; loss, $25,000.

April 13.—Glenbank Mansion and boarding-house, Duy's Lane, near Germantown; loss, $24,000.

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April 22.—Mill buildings, Sophia Street, between Edward and Van Horn, occupied by Isaac Casson & Co., machinists, Joseph Weiss, and Rober & Noell, furniture-manufacturers, destroyed by fire; loss, $30,000.

April 22.—Chemical and fertilizing works of Baugh & Sons, Delaware River, below Tasker Street; loss, $60,000.

April 25.—Drug and spice mills of McIlvaine & Bro., southwest corner of Fifteenth and Hamilton Streets; loss, $30,000.

May 21.—Shoddy-mill of Albert Lees & Bros., Terrace Street, near Dawson, Manayunk; loss, $50,000.

June 2.—United States Chair and Furniture Company's factory, northeast corner of Sixth and Oxford Streets, occupied by J. I. Hill, J. Pfy, turner, B. F. Richardson, and others; loss, $30,000.

June 2.—Fire at 309 Race Street; extended to an adjoining building, occupied by Wickersham & Co., oils; G. D. Ellis, trusses and tools; E. M. Holmes, railroad- and ship-lanterns, etc.; loss, $13,000.

July 1.—Auction-house of M. Thomas & Son, Nos. 139 and 141 South Fourth Street; loss, $250,000.

July 8.—Malt-house of Bergner & Engle's brewery, Thirty-second and Thompson Streets; loss, $20,000.

July 14.—Factory of M. L. Shoemaker & Co., fertilizers, Delaware Avenue and Venango Street; loss, $20,000.

July 17.—Lampblack-works of Luther Martin & Co., Twenty-ninth and Oxford Streets; loss, $30,000.

July 23.—Fire east side of Front Street, above Brown, and upon Brown and Beach Streets, which burned a store-house, dwellings, store-house of the Carpenter Ice Company, and the lumber-yard of H. C. Rushton and W. M. Fox & Brother; loss, $50,000.

July 26.—Cotton dye-house and other buildings of Greenwood & Baner, Oxford and Worth Streets, Frankford; loss, $20,000.

August 17.—Fire at Nos. 8 and 10 Strawberry Street, occupied by C. R. Jones & Co., parasols and umbrellas, Philadelphia Bag Manufacturing Company, Gross & Voight, toys, George H. Byrd, yarns and woolens, with damage to some adjoining buildings; loss, $75,000.

August 26.—Planing-mill and manufactory, southwest corner of Girard Avenue and Vienna Street, destroyed by fire, occupied by F. S. Quay, planing; R. S. Officer, boxes; Swain & Co., bath-tubs; Goldberg & Brother, trunks; loss, $16,500.

September 8.—China and glass establishment of Fisher, Son & Co., 519 Market Street; damages, $31,000.

September 25.—Franklin Sugar Refinery of Harrison, Havemeyer & Co., on Delaware Avenue, extending from Bainbridge to Almond Street. Three buildings, respectively three, nine, and eleven stories high, destroyed; loss, $500,000; one workman was killed.

September 28.—Candy manufactory of Philip Wenderle, New Market Street, above Pegg; loss, $40,000.

October 16.—Freight- and passenger-station of Philadelphia and Atlantic City (narrow-gauge) Railroad at Pier 8, South Wharves, destroyed by fire; also steam-tug "Major," belonging to the company; steam-tug "Argus," with some adjoining shipping, considerably injured; loss estimated at $40,000.

November 22.—Arrott's Ontario Mill, Second Street, near Columbia Avenue, burned. Occupied by Clark & Keen, woolen-goods manufacturers; Priestly & Bro., dress goods; Madely & Titlow, woolen-carders; loss, $200,000.

November 25.—Barge "Potomac" and cargo, at Catherine Street wharf; loss, $40,000.

December 5.—Arrott's mill, northwest corner of Coral and Taylor Streets, occupied by Joseph Greer, cotton and woolen manufacturer; Jaggard & Jones, Henry Grant, Stead Bros., and Robert Beatty, yarn-spinners, burned; loss, $115,000.

December 5.—Rebmann & Ruhland's iron-foundry, Twenty-second and Master Streets; loss, $25,000.

December 12.—Enterprise Mills, Main Street, near Ridge Avenue, Manayunk, occupied by Joseph M. Adams, Kelly & Wilhere, Lord & Connor, and John Wilde & Bro., cotton and woolen yarn-spinners; one girl injured by jumping from the upper windows; one died from burns; sixteen persons injured; loss, $65,000.

December 12.—Goldsmith's Hall, Library Street, east of Fifth, totally destroyed by fire. Occupants, E. G. Haehnlen & Co., dealers in chamois skins; E. C. Markley & Sons, printers; A. C. Farley & Co., manufacturing stationers; Lehman & Bolton, lithographers; custom-house and note-brokers, lawyers, etc.; loss, $350,000.

December 28.—Buildings and works of Schuylkill Paraffine Oil Company, corner Maiden and Gray's Ferry roads, operated by Samuel Bryan; loss, $30,000.

1883, January 3.—Dry-goods store of Hood, Bonbright & Co., on the Filbert Street front, west of Eighth Street; loss, $72,000.

January 12.—Canton Cotton- and Woolen-Mills of Fitzpatrick & Holt, Leverington Avenue, Manayunk; loss, $20,000.

January 30.—Fire at 250-256 North Broad Street, occupied by Levi Knowles & Co., J. Allen & Co., E. H. Graham & Co., flour and grain merchants; Edmund Hill & Co., machinists; and E. W. Siegman & Co., dealers in agricultural implements. Loss, $100,000.

February 5.—Furniture manufactory of Julian Kraan, No. 942 North Ninth Street; loss, $20,000.

March 6.—Loiseau Fuel Company's works, corner Linden and Bath Streets, Twenty-fifth Ward; loss, $50,000.

March 19.—Cotton- and woolen-mill of C. J. Milne; loss, $50,000.

April 14.—C. A. Blessing's plumbers' metal-works, Montgomery, below Sixth Street; loss, $70,000.

April 22.—Woolen-mill of Daniel Jones & Son, Fifty-fifth Street and Hunter's Lane; loss, $30,000.

April 26.—Fire at the Arch Street Opera-House, by which the interior was burned out; loss, $18,000.

May 3.—Fire at southeast corner Germantown Avenue and Master Street, occupied by D. F. Rawle, flour-dealer; John Richardson, furniture manufacturer; Montague & White, hosiery; John Patterson, hosiery; Walton Ritter, cotton goods. Loss, $23,000.

May 13.—Fire at 1512-1516 Spring Garden Street, occupied by North American Smelting-Works, Pennsylvania Brass-Works, D. W. Bing, foundry and machine-shops; D. B. Birch, miller; —— Fayer, cigar-moulder; and James Kerr, manufacturer; loss, $35,000.

May 22.—Saw- and planing-mill and steam packing-box factory, Marshall Street, above Girard Avenue, occupied by W. H. Howard, Willware & Yiest, and William Stone; loss, $115,000.

June 5.—Furniture manufacturing establishment of John Ebert, Edward Street, west of Hancock; also occupied by D. B. Dover, bobbin-turner; and William W. Altemus & Son, manufacturers of knitting-machines; adjoining properties damaged; loss, $65,000.

August 7.—Stable and ice-houses of Knickerbocker Ice Company, Willow Street wharf; thirty horses and four mules burned to death; loss, $35,000; Reading freight depot, adjoining, damaged.

August 11.—Picker-room of woolen-mill of Robert Wilde & Son, Leverington Avenue, near Hamilton Street, Manayunk; loss, $15,000.

August 29.—Woolen-mill, northwest corner Cumberland and Third Streets, occupied by Gilmour & Morris, finishers; Lee & Bowers, woolens; Robert Laycock, woolens; Garner & Co., worsted; Joseph F. Murphy, shawls, etc.; loss, $50,000.

September 7.—Stables of Chestnut and Walnut Streets Passenger Railway Company, extending on Sansom Street from Forty-first to Forty-second; loss, $50,000.

September 7.—Ice-house and stable and plaster-mill of T. B. Wright, Sutherland Avenue, between Catharine and Christian Streets; loss, $50,000.

September 19.—Saw- and planing-mill, Norris and Richmond Streets, occupied by Jesse W. Taylor & Sons and Henry Bradshaw, hardwood goods, burned, and adjoining property injured; loss, $30,000.

September 19.—Fire broke out in the lumber-yard of James Gill, 1166 North Third Street, which spread and destroyed nearly the whole block of buildings bounded by Third Street, Canal Street, Charlotte Street, and Girard Avenue, occupied by Gill's lumber-yard, Eagle Iron-Works of Hoff & Fontaine, and from fifteen to twenty dwelling-houses, shops, and other buildings; loss, estimated at $75,000.

September 29.—Saw- and planing-mill, Willow, between Eleventh and Twelfth Streets, property of the assignees of William B. Thomas, and occupied by J. J. Crout & Son, sash, blind, and door manufacturers, and Henry A. Hunsicker, planing-mill, burned; loss, $20,000.

October 28.—Mansion of E. N. Benson, Chestnut Hill; loss, $80,000.

November 17.—Sheds of the American Line Steamship Company, at Christian Street wharf. Cotton and other merchandise intended for shipment burned; also the tugboat "Pallas," some hoisting-floats, lighters, and other vessels; loss, estimated at $112,000.

November 17.—Handle-factory of Henry Disston & Sons' saw-works, Tacony; loss, $50,000.

November 17.—F. G. Luerssen's dwelling and cigar-store, 2501 Germantown Avenue; Charles Mallon, an inmate, burned to death.

November 19.—Stables of Christopher Hare, Washington Avenue, below Seventh Street; twenty-six horses and two mules burned to death.

1884, January 26.—Perseverance wood-works of Mahlon Fulton, Ninth Street, above Oxford; loss, $75,000.

February 16.—Flour warehouse and depot of E. Lathbury & Co., Vine Street, above Broad; loss, $60,000. The western wall fell February 17th, crushing in adjacent buildings on Vine Street and Leeds Avenue. One citizen and one fireman killed.

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February 28.—Powers & Weightman, manufacturers of chemicals and drugs; nineteen out of twenty-six buildings, bounded by Knox, Brown, Kessler, and Parrish Streets, were destroyed; loss, $1,500,000.

March 6.—Oil-cloth works of George W. Blaybon & Co., Nicetown (coating, grinding, and printing buildings); loss, $150,000.

March 15.—Spice manufactory of A. Colburn & Co., Broad Street, above Arch; loss, $75,000.

CHAPTER XLVII.

EDUCATION.

The Public Schools of Philadelphia.—The same earnest solicitude for public education which made itself manifest in the settlement of the New England colonies to an unusual degree does not run through the early history of Pennsylvania; yet, outside of the Puritan settlements, there was no other colony which paid so much attention as Pennsylvania to the mental training of its youth. During the seventeenth century, the general character of the colony, as regards the intelligence of its people, stood deservedly high. The school-house, with its inevitable concomitant, the printing-press, never at any time ceased to exert its wholesome influence in training up a population which, as regards sobriety, thrift, and all the substantial qualities that flow from instruction, has never been surpassed by any other great community.

William Penn, who was one of the most accomplished scholars of his time, never wearied in pointing out to the colony the advantages of public education. The constitution which he proposed for the infant commonwealth contains the direction that virtue and wisdom must be propagated by educating the youth, and that after-ages would have the benefit of the care and prudence of the founders in this respect. It was one of the provisions of the "great law of April 25, 1683, that "schools should be established for the education of the young," and the authorities of the new government did not delay in carrying it into practical effect. On the 26th of December, 1683, at a meeting of the Provincial Council, held in this city, the subject of providing for the education of the children of the colony came up for discussion, and it was agreed that there existed a great necessity for a schoolmaster. Accordingly an agreement was entered into with Enoch Flower, who promised that, in conducting such an establishment as was needed, he would charge only four shillings for teaching English each quarter, six shillings for reading and writing, and eight shillings for reading, writing, and casting accounts. A scholar who boarded with him would receive his tuition, as well as lodging, meals, and washing, for ten pounds a year. These charges seem to have been fixed by Flower and the Council with the idea of making education as cheap and as popular as possible. This was the first regular English school in Pennsylvania. There had been schools during the ascendency of the Swedes and the Dutch. The Swedes are known to have maintained schools at Chester and Tinicum as early as 1642, and the Dutch records show that in 1657 Evert Pieterson came over from Holland, and in the capacity of "schoolmaster, comforter of the sick, and setter of Psalms," taught twenty-five pupils. These schools were of the most primitive character, but they served the purpose of the simple-minded little communities of herdsmen and farmers, who thought more of the wagon than they did of books.

In the year 1689 Penn's ideas about a public school, as he had communicated them to Thomas Lloyd, were put into practice by engaging George Keith at a salary of fifty pounds a year, the use of a house, and the profits of the school for one year, to open a grammar school. Keith accepted the offer, and the institution which he founded was known for many years afterward as a well-managed school. Here the children of the poor were instructed free of charge, the school-house being located on Fourth Street, below Chestnut, and being conducted under a charter which had been procured by Edward Shippen, David Lloyd, John Jones, Samuel Carpenter, Anthony Morris, James Fox, William Southby, and others. Keith was the Scotch Quaker who afterward embroiled the province in controversy by his refusal to subscribe to the doctrines of the Friends in all their original orthodoxy, and who subsequently became a minister of the Church of England. He was assisted by Thomas Makin, a Latin scholar, who is known to antiquarians by a poem in that language, descriptive of Pennsylvania in 1729. After the new school had been in existence for about a year, Makin became its principal, and remained such for many years afterward. The Friends held this school in high estimation, and the character of some of the men who officiated in it as instructors—Robert Proud, D. J. Dove, William Wanney, Charles Thomson, and Jeremiah Todd—shows that it was managed with no mean order of ability. It is curious to note that this institution was not at first regarded with entire favor by some of the leading men of the colony, and that Deputy Governor Thomas Lloyd, wishing his daughters to "finish their education," sent them to Lewiston, Delaware.

During the sixty years following the establishment of Keith's school there was no attempt made to start schools that would be free to all and not marked by the distinction between rich and poor children. This democratic principle was not clearly formulated and advanced until it was taken up by Benjamin Franklin in 1749, when he distributed gratis a pamphlet which he had written on the question, and which soon became productive of important results in the establishment of the future University of Pennsylvania. Prior to that time most of the schools in the province were conducted either under strictly private auspices or under the patronage of religious denom-

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inations. Thus a very distinguished seminary of learning in its time, humble though it was, was the "Log College," which the Rev. William Tennent, an Irish clergyman of the Presbyterian Church, had established about the year 1726 in Bucks County, near the forks of the Neshaminy Creek, and in which such eminent Presbyterians of the colony in the eighteenth century as Beatty, Robinson, Rowland, Campbell, Lawrence, and Blair obtained their education. Mr. Tennent's school was much encouraged by Thomas Lyon, who not only granted it land, but on some occasions would send its founder provisions in his lonely retreat. A little later on some notable Philadelphians, such as George Read, Charles Thomson, and Thomas McKean, received their first instruction from Rev. Francis Allison, who, in 1741, opened a school at New London, in Chester County, where he taught the languages, and who subsequently removed to Thunder Hill, in Maryland. During the early part of the seventeenth century the Swedes had schools of their own, in which they attempted to resist the educational usages of the English, and to keep up the study of the Swedish language. The Lutherans also paid much attention to the education of their youth, and established German schools before the year 1750.

The agitation of the subject of starting the Philadelphia Academy and charity schools in 1749–50 (see University of Pennsylvania) had a beneficial effect upon the community, not alone as regards the founding of this particular institution, but in the general interest which was stimulated in educational matters. The number of private schools began to increase, and in 1751 a night school was opened by William Milne, who taught reading, writing, arithmetic, spelling, navigation, mensuration, and geometry. In 1756, the Baptist Association, which was composed of ministers of that denomination, took measures toward raising money for a Latin grammar school, which soon afterward was placed under the charge of Isaac Eaton, and which was supported by the churches. Three years later there was a meeting held at Germantown, at which it was resolved to erect a commodious building for an "English and High Dutch or German school." In 1761 it was opened under the name of the Germantown Union School-House, with sixty-one English and seventy German pupils, who studied such branches as Greek, Latin, and mathematics. It was erected on Bensell's Lane, which afterward came to be known as School-House Lane. Under the title of the Germantown Academy it had a long and honorable career. About the same time there also existed a Moravian school, and in 1763 Episcopalian scholars were instructed under the auspices of the authorities of Christ Church. The progress of the population in the gentler and refined arts of life is attested by the existence of a "ladies' boarding-school" in 1767. That stenography was practiced to some degree is evident from an announcement of "a report in short hand of the discourse of a female Friend and a prayer," by William Darrach, a schoolmaster.

The Revolutionary war left the people but little opportunity or inclination to consider educational interests. Some of the pedagogues went into the American army, and many of the schools were closed up, particularly during the British occupation of the city. The Germantown Academy, for instance, remained unopened during the greater part of the six years after 1778. When peace was declared there was a revival of interest in school affairs. One of the first acts of the Legislature was to make grants of land to the Germantown Academy, and teachers soon began to be numerous. At this time there were at least one hundred persons, the majority of whom were women, that gained their living in the various schools of the city, and fifteen years later the number had doubled. The books that were commonly used during this period were Bennet's Primer, Dilworth's Speller, Rose's Assistant (arithmetic), Fuller's Catechism, and Æsop's Fables. It was not difficult, however, for persons of moderate means to obtain an education for their children in the classics and the higher branches of learning. The Friends' Academy, as well as the Academy which was united with the College of Philadelphia, gave the city a large reputation among the colonies as a seat of learning, and supplied an excellent order of instruction. Just before the Revolution there had been an attempt made to found an institution designed more particularly for Germans who wished to obtain some knowledge of the higher sciences, English law, medicine, and theology. It was under the control of the Society for the Promotion of Christianity and all Useful Knowledge among the Germans in America, which was composed of twenty-four members, who had each contributed ten pounds. The Rev. H. M. Muhlenberg was the chief director of the enterprise, but, like many other undertakings of a similar character, it was abandoned during the Revolutionary struggle. When a school languished, or was in need of funds, it was not then uncommon to raise money by a lottery. Thus, in 1769, the projectors of the Germantown Academy never thought of entertaining scruples about starting a lottery by which they could secure twelve hundred pounds.

Nor was the education of the very humblest classes of the city's population entirely neglected during the last century. The Society of Friends, whose philanthropy was always practiced so quietly, and yet so effectively, opened, in 1770, a free school for the blacks, and a bequest of the Rev. Thomas Bray, an Episcopalian clergyman, who had come over to the colony before the close of the seventeenth century, and who, in his will, had made provisions for missionary work, was diverted in 1774 to the purpose of educating colored youths. Before the year 1790 the Pennsylvania Abolition Society had started a similar school. It was about this time that Sunday-schools

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began to be popular. They were not exactly what we of the present day understand by that term. Their essential object was not, as it now is, religious instruction. The members of the society for the support of the schools opened them on Sunday, because on that day many young persons had better opportunities than at any other time to learn how to read, write, and cipher. Three of these schools were kept in operation, and it is estimated that they had an average attendance of about two hundred and fifty pupils.

One of the most fashionable institutions of these days was Poor's Academy for Young Ladies, which was started on Cherry Street, about 1787, by John Poor. It was incorporated in 1792, and for some time, under the presidency of the Rev. Samuel Magaw, its reputation stood deservedly high. Its curriculum included reading, writing, arithmetic, grammar, geography, with the use of the maps and globes, and vocal music. As many as one hundred and fifty pupils a year attended the academy, and for a young lady to be a graduate from it was considered as an evidence that she possessed much more than the ordinary accomplishments. The annual commencement days in the churches, and the street parades, were occasions of much interest in the town. The vocal studies of the fair pupils were in particular noteworthy. Pianos were then beginning to be introduced, and were superseding the spinet, the harpsichord, and the guitar. The study of the modern languages seems to have been almost entirely a matter of individual engagement with private tutors. Just after the Revolution teachers of French, Spanish, and Italian, who were not then in the habit of dubbing themselves "professors," were frequently to be met with, and owing to the intimate relation which existed between this country and France particular stress was laid upon the value of a knowledge of the French tongue.

The schools were generally conducted with simplicity and severity. The closest application was required of the pupils. Very little that was only ornamental was permitted in their management. Until 1795 such titles as "seminaries," "institutes," and "lyceums" were hardly known. The rod and the strap were applied regularly to offenders and delinquents of both sexes, and often in the presence of both. Indeed, with the exception of the young ladies at the academy and one or two other schools of that kind, the boys and girls were mostly taught together in the same classes. The schoolmasters administered the punishment of flogging with the greatest apparent delight in the exercise. This was accounted for by reference to the fact that many of them were Englishmen or Irishmen, who had contracted these rigorous notions of discipline in their home-training. "They conceived, and conceived truly," says Watson, in his "Annals," "that their business was to make their scholars good writers, good readers, good arithmeticians, and intelligent grammarians;" and then they justly inferred that they were qualified by their own separate exertions to improve themselves at home, if they would, "in all manner of intellectual attainments, such as history, philosophy, belles-lettres," etc. If these pedagogues, who were generally quiet, unaspiring men, managed (by teaching their scholars at ten shillings a quarter) to acquire a home in the course of their lifetime they were content. They were slow to welcome innovations, but applied themselves to their duties with a zeal which was as unostentatious as it was intense in its single-minded devotion. Nor were the school-houses in which they held forth elaborate edifices. Little of that busy ingenuity with which the educators of to-day endeavor to make school life comfortable and attractive was then bestowed on the class-room. In 1770 there was a private academy at the upper end of the city, near the river front, and not far above what is now Vine Street. It was a long stone building, three stories high on Water Street and two stories on Front Street, and was thought to be very attractive on account of its beautiful situation.

A fair picture of the school life of the time is given by Watson in his description of the old "Friends' Academy," on Fourth Street, below Chestnut. "The principal was of middle size, round, and strongly built, habited as a clergyman, in parson's gray suit, cocked hat, and full-bottomed powdered wig." There were four different masters. "The west room down-stairs was occupied by Robert Proud, Latin master; the one above him by William Waring, teacher of astronomy and mathematics; the east room, up-stairs, by Jeremiah Paul; and the one below, last, but not least in our remembrance, by J. Todd, severe as he was. The State-House clock being at the time visible from the school pavement, gave to the eye full notice when to break off marble and plug-top hastily, collect the 'stakes' and bundle in pell-mell to the school-room, where, until the arrival of the 'master of scholars,' John, they were busily employed every one in finding his place under the control of a short Irishman usher, named Jimmy McCue." Forty years ago this writer looked back upon those as halcyon times, and his own as somewhat degenerate. Education seemed to him then to be more perplexing, wearisome, and annoying than it was in the time of his early recollection, and the teachers, too, much affected in their imitations of colleges, and in their desire to teach the ornamental branches of learning. And now in turn we have the same complaints of our schools, in 1884, with many an endearing allusion to the simplicity of the schools of forty years ago.

It was not until the beginning of the present century that the idea of educating children generally at the expense of the State or the taxpayers began to find a lodgment in the public mind. In January, 1792, the society which had carried on the three Sunday-schools had asked the Legislature to make effective that part of the Constitution of 1790 which

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enjoined the Legislature to provide for schools throughout the State in such a manner that the poor might be taught gratis. Plans for setting up a school in each county that had three representatives were formulated by a legislative committee, but nothing came of them for three years, when Governor Mifflin impressed the Houses with the importance of the subject. Finally, in 1796, the Assembly took up a bill which had for its object the gratuitous tuition of the poor, one-fifth of the expense to be borne by the State, and four-fifths by county taxes. It was met with remonstrances from many quarters, principally from the Friends and the Lutherans, who argued that they supported their own schools, that they never received any assistance from the State, and that a general school tax would not be consistent with equal justice. The bill managed to pass the House, but its progress was stopped in the more conservative Senate. Governor Mifflin repeatedly called the attention of the Assembly to the need of such a law, and at nearly every session up to the year 1802 the feasibility of public schools was discussed by the representatives of the people. In that year, however, was planted the first germ of our public-school system in an act which applied only to the city and county of Philadelphia, and by the terms of which the children of persons who were too poor to pay for their education were provided for and distributed among the private schools, and the cost of their tuition was paid out of the county treasury. This was not done without much opposition from the conservative element of the city, which could not relish an innovation, and especially one which, as they considered it, made a deep and unjust inroad upon their pockets for the sake of people in whom they felt no interest.

Far from being animated by this spirit was a little gathering of young men, who in the winter of 1799 were in the habit of talking over the need of popular education, and who, although they were only apprentices, clerks, and newly-started business men, were enterprising enough to form an association, called "The Philadelphia Society for the Free Instruction of Indigent Boys." They opened a night-school, did much good, and soon became of sufficient importance to ask for an act of incorporation. Just at this time a wealthy German citizen, Christopher Ludwick, who had meditated the establishment of a charity school, died, leaving eight thousand dollars to the association which should be first incorporated for the purpose of teaching gratis poor children in Philadelphia, without any regard to the nativity or religion of their parents or their friends. The trustees of the University of Pennsylvania were also anxious to obtain this handsome fund, and they and the young men of the new society struggled earnestly for priority in securing a charter. Governor McKean, in order that no favors might be shown, delivered to the agents of the rivals at the same moment their articles of incorporation. Before these documents became legal it was necessary to have them recorded in the rolls office at Lancaster. The bearers of the papers sat out from this city in a hot race to reach that town first. The messenger for the University, who was on horseback, and Temple Bennett Eves, for the society, who was drawn in a sulky, drove their animals furiously; but Eves soon distanced his competitor, and arrived in Lancaster, sixty-six miles distant, in seven hours. He succeeded in completing the incorporation of the society before the University trustees could do so for themselves, and thus ultimately established its claim to Ludwick's legacy, a fund which proved to be of much benefit to the poor children of the city. The Ludwick School, conducted by this society, was first opened in a room of the Third Presbyterian Church, at Third and Arch Streets, and afterward in a building on the north side of Walnut Street, above Sixth. The names of Paul Beck and John Keble are also honorably identified with the schools which were founded by this society, through their philanthropy.

The colored people of the city did not depend entirely upon the charity of white citizens for the education of poor children. In the year 1804 was formed a Society of Free People of Color for promoting the instruction and school education of children of African descent. Among the projectors of this enterprise were Richard Allen, William Brown, and Joseph Albert. No religious distinctions were permitted, and it was agreed that the Pennsylvania Abolition Society should have the privilege of inspecting the schools, inquiring into the accounts and funds, and suggesting regulations of government. In the same year a school was opened by the society in Carter's Alley, under the charge of John Trumbull as teacher. The congregation of St. Thomas' African Church also adopted measures at the same time for establishing a school which should be more directly under the influence of their religious teachings. At this period there were three or four other schools for the free instruction of colored boys and girls, and there were as many more in which tuition was furnished at fifteen shillings a quarter.

In the early part of this century, and probably before the close of the last, there was a school near Darby, taught by Alexander Wilson, afterward celebrated as an ornithologist. He was a Scotchman, who came over to this country about the year 1794, and while living near Darby was on intimate terms with the famous botanist, William Bartram. The building in which he kept school was situated on the Darby road, a short distance west of its intersection with Gray's Ferry road. Wilson, who was of a roving disposition and who had not yet written the book which gave him renown, abandoned the school in 1804, about which time he contributed to the *Literary Magazine* a long poem of upwards of two hundred lines, recounting the experience of "The Solitary Tutor." Its opening verse was,—

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"Whoe'er across the Schuylkill's winding tide,
Beyond Gray's Ferry half a mile, has been
Down in a bridge built hollow must have spy'd
A neat stone school-house on a sloping green.
There, tufted cedars scattered round are seen,
And stripling poplars planted in a row;
Some old gray white-oaks overhang the scene,
Pleased to look down upon the youth below,
Whose noisy noontide sports no care nor sorrow know.

* * * * * * * *

Here many a tour the lonely tutor takes,—
Long known to solitude, his partner dear,—
For smiling woods his empty school forsakes
At morn, still noon, and silent evening clear."

ALEXANDER WILSON'S SCHOOL-HOUSE.

The reputation of the city for its private institutions of education stood high throughout the United States during the early years of this century. The Clermont Seminary, on the road leading from Frankford to Germantown, was established, in 1806, by John Thomas Carre and Charles Carre; pupils were charged three hundred dollars a year each. John Sanderson was for some time prominent as its principal. The Mount Airy Seminary, on the Germantown road, about eight miles distant from the city, was opened in the following year by the Rev. F. X. Brosius, under the auspices of Roman Catholic divines. An academy was in existence near Frankford, under the management of the Rev. John W. Doake, of the Presbyterian Church. There were not a few other institutions of a like character in and about the city. Nor was military training altogether neglected. Some time after the war of 1812 a classical and military lyceum was established near Germantown, under the management of B. Constant and Col. A. L. Roumfort. It was modeled on the plan of the United States government school at West Point, and was designed to prepare pupils for admission to that institution. The students, who were known as cadets, were charged two hundred and fifty dollars a year, and were clad in gray uniforms, with a black leather cap seven inches high, and a pompon nearly as long. During the first twenty or twenty-five years of the present century private schools of various degrees of merit were carried on by Joseph Longhead, Mrs. Rivardi, John Jones, Francis Varion, D. Hewitt, Mrs. Tuckett, Ignace Fraiser, Daniel Magenis, James Hamer, David Simon, T. Loomis, Benjamin Tucker, J. Hobson, William P. Smith, Gray and Wylie, I. Stenson, Rev. William Mann and William J. Bedlock, and Ballantyne and Corson. It will thus be seen that parents who could afford to keep their children out of what it was then common to stigmatize as "pauper schools" had many educational facilities presented to them at a cost which was, in the main, comparatively moderate. The free schools supported by private charity were also numerous, but few of them were efficiently or conscientiously managed, and the distinction between rich and poor, which was raised by accepting their privileges, served to prevent them from becoming popular as they should have been.

The principles of the kindergarten, which we are commonly disposed to accept as a modern plan of education, were not entirely unknown to the tutors of our grandfathers. William Maclure, of this city, had witnessed in Europe the practical workings of what was known as the Pestallozian system. So much impressed was he with its wisdom that he engaged a German, Joseph Neef, who was an associate of Pestallozi, to introduce it into Pennsylvania. About the year 1807 Neef made his appearance in Philadelphia. Not long afterward he wrote a book entitled "Sketch of a Plan and a Method of Education founded on an Analysis of the Human Faculties and Natural Reason: suitable for the offspring of a Free People, and for all Rational Beings." This work attracted some attention, and was commented upon with much enthusiasm by Col. William Duane, who assisted Neef in opening a school on the Smith property, near the Falls of Schuylkill. Here the rod was unknown and the formality of the pedagogue discarded. The teacher was to be guide, play-fellow, and messmate. Neef himself was described as a perfect child of nature. He never touched money and never wanted money. His wife attended to all his pecuniary dealings while he was absorbed in his school. No book was allowed to his boys, but slates, blackboards, and other contrivances for assisting mental operations were not tabooed. The course of study occupied six years. Much of it was conducted in the open air. The children were first taught to draw before they were able to spell, read, or write, and mental arithmetic was taught with a proficiency which surprised spectators in the cleverness of its results. It is related that Zerah Colburn, "the lightning calculator," who was then exhibited about the country as a prodigy, was more than matched by some of Neef's boys on one occasion, and that the arithmetical genius, in his exasperation, came to fisticuffs with one of the class. This German schoolmaster was also in the habit of roaming around the country with his pupils, examining plants, flowers, and minerals, and delivering to them lectures on the curiosities they would discover. After some years

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Mr. Neef abandoned his school and took up his abode in one of the Western States.

Another attempt to embody in practice some of the ideas which Von Fellenburg, a follower of Pestalozzi, had derived from his philosophy, was made in the year 1822. Coming to this city as an exile, he found some sympathizing admirers who assisted him to found a school, in which the leading principle was the union of labor with education. It was known as the Fellenburg School, and when it was located in a building on Bank Street had as many as one hundred and thirty pupils. They were noted for skill in the plaiting of straw for hats and bonnets, and at one of the exhibitions of the Franklin Institute, a medal was granted the school for its excellence in this department of industry.

The discussion which was carried on in Philadelphia during 1817–18 over the attempts to introduce the system of teaching that had been formulated by Joseph Lancaster had an important effect, not so much as the intrinsic value of his methods was concerned, as in the additional interest which was excited in the welfare of children, and in the movement to open schools at the expense of the taxpayers. The Lancasterian system[1] was regarded with much favor. Its popularity enabled the advocates of public schools to appease much of the opposition against them by a promise on their part that it would be adopted in the schools which the law might authorize. On the 16th of March, 1818, was passed by the Legislature the act which erected the First School District of Pennsylvania, and which, unlike the more famous common-school law of eighteen years later, applied only to this county.

The directors of the first four sections who were elected by Councils and by the district commissioners were as follows:

First Section.—Robert Wharton, Joseph Reed, Roberts Vaux, Thomas Stewardson, William Fry, Jonah Thompson, John Sergeant, Clement C. Biddle, Joseph M. Paul, Daniel B. Smith, Thomas F. Leaming, Rev. Philip H. Mayer, Jonathan Fell, Daniel H. Miller, William Ashbridge, Richard C. Wood, William J. Duane, Robert M. Lewis, Joseph Cloud, Thomas Latimer, Reuben Haines, William Smith, Rev. Dr. Neil, John Claxton, and William J. Duane.

Second Section.—George Boyd, Peter Keyser, John C. Brown, John Kessler, William Binder, Jacob G. Tryon, Jesse Cleaver, George F. Goodman, George Knorr, John Harrison, Jacob Johnson, and James S. Stuber.

Third Section.—Benjamin Martin, Robert McMullin, Jr., Ebenezer Ferguson, John Turner, George McLeod, George C. Snyder, James Ronaldson, Daniel Guisy, Thomas Dixey, James McCann, Joshua Raybold, and John Lesher.

Fourth Section.—David Woelpper, William Warner, George Esher, George Laudenslager, Martin Ludie, and Joseph B. Norbury.

A large proportion of these men were citizens of excellent standing, and it may be doubted whether the average character of our school boards has since always stood as high as it did when it was a somewhat novel distinction for a citizen to serve the community in that capacity. The Board of Control was elected by the directors, and when it was organized, on the 6th of April, 1818, it was made up of Roberts Vaux (president), Thomas Stewardson, Joseph Reed, William Fry, George Boyd, Peter Keyser, Ebenezer Ferguson, James Ronaldson, and David Woelpper. One of their first acts which was much commended at the time was to secure the services of Joseph Lancaster as superintendent of the schools. The branches of study were simply reading, writing, and arithmetic, with instruction in sewing to girls. In the model school on Chester Street, which was under charge of Lancaster himself, and the design of which was to train up young teachers for service in the interior of the State, the course of training was more extensive. During the first year of the new schools they were attended by two thousand eight hundred and forty-five pupils of both sexes, who were apportioned as follows:

Section.	Schools.	Teachers.
First (the city proper)		Not yet provided for.
Second	Adelphi	John Ely. Eliza Allison.
	Kensington	Joseph Ketler. Jane Proudfit.
Third	Moyamensing	Peter McGowan. Morris Wilson.
	Southwark	Samuel F. Watson. Elizabeth Willard.
Fourth	Spring Garden.	Moses Taylor.

The school buildings used were in some instances those which had formerly been occupied by the charity schools, such as the Adelphi, on Pegg Street, between Front and Second, and the Paul Beck school in Moyamensing. The total expense of operating these schools in 1818 was $23,049, of which $15,000 had been expended on the construction of the new building of the Model school; $3808 for furniture; and $5082 for the salaries of the ten teachers, for rent, and for incidentals. The friends of public education pointed with much pride to the fact that while, under the system which had just been supplanted, the average cost for each child was $11, it had now fallen to $3.57. Nor was this wide discrepancy altogether a subject of wonder. It appeared that inefficiency, fraud, and corruption had characterized the county commissioners' distribution of the public bounty among the charity schools. Thus, in one instance, where they had represented that three hundred children had been paid for, only thirty of them could be discovered.

President Roberts Vaux, in drawing up the first report of the controllers, said, "They entered upon the discharge of their official duties at a period and under circumstances by no means propitious to the

[1] For abstract of this system, see vol. i. p. 594, note.

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experiment contemplated to be made in the new system of free education. For nearly ten years previous to the enactment of the law under which they are organized, several well-intended but inadequate and unsuccessful legislative provisions had been applied to this district for the free instruction of indigent children. It was natural, that in so far as the public mind had become familiar with the inefficiency and experiences of the plans formerly adopted, that doubts of the success and want of confidence in any untried scheme should be manifest, whilst unworthy jealousies and illiberal prejudices did not fail to cast their influence into the scale against the efforts to produce reform. With these combined objections and difficulties to encounter, the controllers began their labors without the animating expectation that in so short a space of time they would have been enabled to overcome them. . . . From the year 1810 to the month of June, in the year 1818, the county commissioners issued orders upon the county treasurer for the payment to the teachers, to whom the children of indigent persons were intrusted for education, of sums amounting to $114,114.97. In the years 1815–17 the number of children returned by the assessors averaged two thousand six hundred annually."

It was with some difficulty that the prejudices against the new schools could be made to disappear. Even the poor and ignorant people, whose children they were intended to benefit, could not easily be persuaded to avail themselves of the advantages which were thus offered to their offspring. The pupils were not all in the habit of attending the schools regularly, and there was little of that effective yet mild discipline which prevail in the system of to-day. An idea of how the schools at this time were managed and what studies were pursued may be obtained from a description by Dr. Joseph C. Martindale of the school at Byberry. "In the lower room," he says,—

"a single row of desks was formally placed around next to the walls, so that all the pupils sat facing the stones and mortar, and mostly had their backs to the teacher. The benches consisted of a number of stools, without backs, fastened to a plank ten or twelve feet long, and so arranged as to suit the desks. On these the pupils sat from morning till night, leaning over their desks in front, without any support whatever for their backs. The desks had lids which could be lifted up when it was desired to examine the contents within; and the boys and girls might often be seen with the lids resting on their heads, much to their detriment in the way of study. In the centre of the room stood the old wood-stove, in which many a cord of hickory and oak had been consumed. It was then the duty of the larger boys to split up enough wood to keep the room warm, and when an armload was wanted one of them was detached for that duty and soon returned with the required amount. At noontime the boys and girls took turns in sweeping out the schoolroom, but neither this nor the splitting of wood was then considered a hardship, although it might occasion a little grumbling if enforced at the present day. Then, too, we had the good old quill pens, which were regularly mended by the teacher after each lesson in writing, which was generally given morning and afternoon. The copies, too, had to be ruled by him, a task never imposed upon the teacher now. The books then in use were Pike's and Rose's Arithmetics, the New Testament, the Introduction, English Reader, Sequel, Cowper's 'Task,' the Expositor, Comly's Speller, and Olney's Geography. But little explanation was then given by the teacher, and the only wonder now is that the pupils learned anything at all."

How necessary it was to be scrupulous in the disbursement of the school funds at this time—a consequence, no doubt, of the exposures of the frauds that had been practiced by the county commissioners—is shown in the rejection of certain bills that were presented to the Board of Control. The county auditors reported that "they had examined the objections of the controllers to Benjamin Morton's account, as rendered Feb. 4, 1821, in which he charges $100.49 for a "raising dinner," which exceeded the amount allowed by the controllers $50.49; and Sylvester Roberts' account for printing 1000 copies of an address delivered at Ebenezer Church on the 4th of July last, $3 for printing a hymn on the same occasion; John Graham's account of $4 for a suit of clothes given to a boy for reading the Declaration of Independence at the same time; and John Allen's, of $1.50, for preparing the said church on the said occasion; and they perfectly coincide with the controllers that the said charges are improper and cannot be admitted."

Down to about the year 1833 the public schools made comparatively slow progress. Although in 1819 there were three thousand two hundred and sixty-eight names of children on the Lancasterian rolls, that number fourteen years later had not increased much above five thousand. During the years 1821–23 there was a gradual falling off, which was ascribed to the demands of the manufacturing system for the labor of children. Roberts Vaux continued to be president of the board up to the year 1831, and his labors were characterized by much zeal and intelligence. He made way for Thomas Dunlap, a man of considerable energy, with a leaning toward innovation, and his influence was soon brought to bear toward the abolition of the Lancasterian idea. In furtherance of the new plans which he suggested he was much aided by a bequest of ten thousand dollars contained in the will of Stephen Girard. New school-houses were built, reforms were encouraged, and the experiment of infant schools, which soon after ripened into primary schools, was tried in 1832 at the model school with satisfactory results. It may not be uninteresting to tabulate here a list of the public schools and the teachers of fifty years ago. They were as follows:

Model School (Chester Street).—John L. Rhees and Anna Bird. Infant School, A. M. Williams.

Locust Street (corner Locust and Twelfth).—William S. Cleavenger and Eliza Eastburn.

Northwestern (Schuylkill, Seventh [Fifteenth] and Race).—Hiram Ayres and Martha C. Hallowell.

Southwestern (Spruce Street, near Rittenhouse Square).—Samuel T. —— and Eliza Bateman.

Northern Liberties (Third, near Brown).—John R. Coleman and Frances R. Eastburn.

Franklin Street (east of Fourth Street).—Louisa Benford.

Southwark (Catharine, between Third and Fourth).—Samuel F. Watson and Eliza McLeod.

Moyamensing (west of Passyunk road).—Peter McGowen and Ann Dolby.

Penn Township (Buttonwood, near Eleventh).—B. E. Chamberlain and Julia A. Byrne.

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KENSINGTON (Marlborough Street).—Henry W. Chadwick and Elizabeth W. Beechy.

LOMBARD (colored, Lombard, near Sixth).—James M. Bird and Maria C. Hutton.

APPLE STREET (colored, Northern Liberties).—William Sherman.

The agitation for a passage of a general common-school law for the entire State—being in effect an extension of the act of 1818, that hitherto had applied only to Philadelphia—was watched with great interest by the friends of education in this city, and was much facilitated by them through a society for the promotion of education that had been organized in 1827. In June, 1834, the Legislature passed an act providing that townships, boroughs, and wards should constitute school districts, and authorizing a tax to be levied, in order that schools might be maintained at the public expense. An intense opposition, which it is now difficult to look upon without surprise, prevailed in many portions of the State, and in 1835 would have overthrown the new law had it not been for the steadfast advocacy which was given it by such men as Thaddeus Stevens, George Wolf, and Joseph Ritner.

They soon succeeded in creating a powerful public opinion in its favor, so that, in 1836, it was amended and much improved, the system being confided to the superintendency of Thomas H. Burrowes, who was then secretary of the commonwealth. One of the provisions of the law of 1836, as applying to Philadelphia, directed that all children over four years of age should be educated, annulled the obligation to use the Lancasterian system, and authorized the establishment of a Central High School. It seems to have had a stimulating effect upon the board of control, and was certainly in accordance with the wishes of President Dunlap and most of its members. In the same year a committee was sent to make an inspection of the schools in New York and Boston, and they were much impressed with the system which prevailed in the latter city. The infant schools, which had turned out to be successful experiments, were now superseded by primary schools, thirty of which were opened in 1836, under the charge of lady teachers. The salaries paid them were two hundred and fifty dollars a year, which, in proportion to the higher value of money in 1836, was not lower than is now given young ladies who teach the youngest classes in the public schools. The children were kept in these classes until they had acquired a rudimental knowledge of reading and spelling, the first principles of writing, and some of the rules of arithmetic. This reform, which was introduced under the supervision of a committee consisting of Morton McMichael, Samuel H. Turner, and George M. Justice, assisted by Mr. Dunlap, was the beginning of the end of Joseph Lancaster's system. The controllers had reached the conclusion that, although it was intended to make education as cheap as possible, it was in the long run dear, and not productive of the best results. Under his plan of picking out monitors, it was calculated that one teacher could take charge of three hundred children, but in the reaction against it which now set in, it was declared that the great need was more teachers, and much fewer pupils to each teacher.

President Dunlap, in his report written in the year 1837, said, "Scarcely nineteen years have elapsed since a few public-spirited and philanthropic individuals, disgusted with the miserable provisions and fraudulent execution of the existing laws for the gratuitous education, determined to attain a melioration of the system. The act of March, 1818, was the prize of their conflict. This has ever since been the school charter of the First District, and, modified by subsequent amendments, now affords, by the splendid improvements of last session, all that can be desired to carry out a complete system of universal public instruction from the primary school to the proudest institute of human learning. But eighteen years have rolled away since the original board opened the first school with a few pupils in a hired room; now they point their fellow-citizens to eleven magnificent edifices for the accommodation of our children, of whom they can proudly point to twelve thousand actually enrolled in more than fifty schools. All this, too, has been effected by the noiseless, unobtrusive, but unceasing constancy of men content to gain a great good for themselves by foregoing notoriety or emolument,—even the common approbation of their fellow-citizens, many of whom are scarcely apprised that such a system exists, or, if so, barely extend to it the coldest toleration."

Mr. Dunlap had in mind the project of the new High School when he referred to the "proudest institute of human learning." A lot of ground on Juniper Street, east of Penn Square, and near the United States Mint, was bought by the board in 1837, and on September 19th of the same year the corner-stone of a substantial edifice of brick was laid. The school was opened on the 21st of October, 1838, and during its first year eighty-nine boys were admitted to it. The instructors were John Frost, in the English department; E. C. Wines, in the classical department; E. Otis Kendall, in the department of mathematics, astronomy, natural philosophy, and chemistry; and Henry McMurtrie, teacher of special physics. The germ of the school was still imperfectly developed when, in 1839, Alexander Dallas Bache, who had been chosen president of Girard College, volunteered to give his services to the Board of Education while he was waiting for the time when the completion of the college would enable him to enter upon his duties in that institution. The offer was gladly accepted, and Professor Bache, while assuming something of a supervisory or rather advisory control of the schools, was detailed more particularly to organize the High School. He was made acting principal of the school, and the impress of his well-equipped mind was soon

felt upon it. He submitted a report in the summer of 1840 to the effect that the number of students had increased to one hundred and forty-seven, of whom the parents of ninety-four had chosen the business course, twenty-six the classical course, and twenty-one the English course. To the corps of instructors were added J. A. Delorette, professor of the French Language; Rembrandt Peale, professor of Drawing and Writing; William Vogdes, professor of Mathematics; and John Sanderson, in the classical department. It was estimated that the average cost of training each scholar was fifty-five dollars a year, the studies being Latin, Greek, French, belles-lettres, moral and mental science, mathematics, natural philosophy, natural history, drawing, and writing. At the same time the average cost of each of the twenty-three thousand pupils in the lower grade of schools was a little more than five dollars a year. Not less than eighty per cent. of the boys in the High School were children of a class of people who could not otherwise have bestowed upon them the benefits of such an education.

The fame of the High School was soon spread abroad, even reaching England. The erection of its observatory, supplied as it was with superior apparatus, was accounted the beginning of a new era in astronomical science in this country. It was from its tower that the return of Enke's comet was detected, and such was the interest in celestial observations awakened by it that a journal devoted to astronomy was issued from the school. The observatory was a square brick tower, about forty-eight feet high, and it contained Frauenhofer's equatorial, a sidereal clock, fine telescopes, a comet-searcher, sextant, and other valuable instruments. Even Harvard University was not so well equipped, and the Naval Observatory at Washington not infrequently borrowed the telescopes. Professor E. Otis Kendall had charge of the observatory, and did much to give it a reputation among men of science.

After three years of service in the High School, Professor Bache retired, but not until after he had formed for the school the substantial frame-work of the course of discipline and organization by which it is still characterized. His genius, energy, and forecast were held in much value by the board, which took occasion to say of him, "By his great talents, joined to the most indefatigable exertions, during the three years that he was in the service of the board, he not only carried out almost to its complete development his plan for the reorganization of the High School, but rendered at a most critical time essential service to the directors of the various sections in the examination of teachers and the remodeling and perfecting of the Primary, Secondary, and Grammar Schools."

The strong recommendations which John S. Hart, who had been adjunct professor of Languages in Princeton College, received from the faculty of that institution induced the controllers to appoint him to the vacancy made by resignation of Dr. Bache. Professor Hart proved to be exactly the man for the place. His salary was fixed at sixteen hundred dollars a year, which was about three hundred dollars in excess of the sum paid each of the other professors. With that quiet energy and keen sagacity which in no long time raised him to a high place among American educators, and which would have distinguished him in almost any sphere of action, he did much to make the school still more popular and useful. His name will always be gratefully remembered in this city, where he lived so many years a blameless life. Dr. Bache's plan of a four years' course to be pursued by eight classes, the first class graduating every six months, was adopted by Professor Hart, and the first noteworthy commencement under it was in 1842, when the following youths, many of whom are now or have since been leading citizens, were graduated in the order named, each one having prepared an essay:

1. John V. Merrick, "Intellectual Improvement."
2. George Harding, "Age of Leo."
3. William Hunter, "The Student's Reward."
4. Lewis L. Houpt, "Study of Living Language."
5. Isaac L. Ortlip, "Retrospection."
6. Alexander Kirkpatrick, "Influence of Literature."
7. Lewis J. Evans, "Influence of Music."
8. Henry S. Hagert, "Decline of Taste."
9. Benjamin H. Rand, "Classical Studies."
10. William H. Hawkins, "Ancient and Modern Arts."
11. Charles S. Rand, "Greek Literature."
12. John L. Baker, "Works of Aristophanes."
13. Stephen N. Winslow, "Encouragement of National Industry."
14. David L. Ketler, "North America."
15. Henry Gerhart, "Country Customs."
16. Jarvis Mason, "Agriculture."
17. Samuel Flood, "Genius of Byron."
18. Edward W. Clark, "Female Education."
19. Joseph S. Carels, "Orators of America."
20. George W. Mears, "The Infatuation of the Age."
21. William V. McGrath, "The Aristophian and the Platonic Philosophy."
22. Adolphus H. Ashton, "Distribution of Happiness."
23. Jesse Pearson, "Progress of Temperance."
24. Robert Young, "Influence of Minds."
25. Charles E. Young, "Solon and Lycurgus."
26. John W. Berks, "Francis Marion."
27. Christopher H. Bunn, "Description of a Shipwreck."
28. Simeon Stover, "Legislation of Solon."
29. William H. Swimley, "The Sultan's Son-in-Law."
30. Charles Zeitler, "The Plague of Naples in 1650."
31. James Bradley, "Study of Philosophy."
32. B. Frederick Forepaugh, "Mountain Scenery."
33. Isaac J. Potter, "The Crusaders."
34. Francis McBride, "Poetry."
35. Lafayette L. Webster, "Retributive Justice."
36. William Garvin, "Commerce."
37. William C. Tripler, "Human Greatness."
38. Edwin A. Hemble, "Improvement of Time."
39. Isaac Sage, "State of Europe."

At this time there were three hundred and eighty-three pupils in the school, and an alumni association was already in existence. It continued in after-years to embrace the names of many men who to-day hold honorable places in the community. For instance, Henry S. Hagert (who filled the post of valedictorian of the above class, became district attorney), William

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V. McGrath (entered politics, was influential as a Democrat, and held the place of State treasurer), Stephen N. Winslow (became one of the best known of Philadelphia editors), George Harding (reached distinction as one of the most successful patent lawyers in the United States), B. H. Rand and Zephaniah Hopper afterward came back to the school as professors, and William Hunter's name has since been honorably identified with our public schools, J. Vaughan Merrick (prominent for his scientific knowledge of machinery), and George W. Mears (one of the presidents of the Commercial Exchange) came out of this first noteworthy class. A list of all the High School boys who have done credit to their Alma Mater would be very long. Prominent among them, however, may be named Lewis C. Cassidy (the attorney-general of Pennsylvania), Dr. Charles M. Cresson (the chemist), William M. Cramp (the ship-builder), George Alfred Townsend (the famous "Gath" of the newspaper press), John J. McElhone, and the Murphy brothers (who became almost indispensable at Washington as Congressional stenographers), James Gay Gordon (of the State Senate), Governor Robert E. Pattison, Judge James T. Mitchell, George Inman Riché (now the head of the institution), Charles E. Warburton (of the *Philadelphia Evening Telegraph*), John Russell Young (one of the most accomplished of American journalists) and his brother, James Rankin Young (the executive clerk of the United States Senate), Dennis F. Dealy (for many years a publisher of newspapers), Joel Cook (editor of the *Public Ledger*), Adam Everly (the conveyancer), Col. William McMichael, Col. Robert P. Dechert, Judge Michael Arnold, Joseph L. Caven, David H. Lane, William D. Gardner, John D. Stockton (once one of the most brilliant of newspaper writers), Charles T. School (publisher of the *Evening Star*), Peter A. B. Widener, William Nelson West (ex-city solicitor), Alexander J. McCleary (long an influential writer for the press), George H. Boker, David W. Sellers, Dr. Burchard W. James, Malcom Hay (the Pittsburgh lawyer), Rev. Joseph S. Kennard, William M. Singerly (the publisher of the *Public Record*), Lewis L. Houpt (engineer of the Pennsylvania Railroad), Alexander P. Colesbury, James W. Latta, James Morgan Hart (son of Professor Hart), John G. Johnson, Rev. Ignatius F. Horstmann, Mayer Sulzberger, and almost as many more, who have reached honorable distinction in the public life of the city or the State.

Mr. Townsend, in a fugitive newspaper sketch some years ago, narrated his experience in the school. "The first impression," he said, "I had of the High School was when it was seriously proposed to send me to it, was of an immensely aristocratic place, where all the well-bred, patent-leather-shod, silver-watch boys were collected from the select streets. . . . The principal was thought to be the most dreadful, most learned, and the most aristocratic individual in this country, not excepting the President of the United States. John S. Hart, LL.D! The title made us shiver with respect. He had published real books and got them into the schools, too. Grammars, class books of poetry, and some said a treatise on the Anglo-Saxon roots. This last stumped us; a man entrenched in Anglo-Saxon, who could understand what Geoffrey Chaucer wrote, was certainly beyond sympathy for us. The State of Pennsylvania possessed in Professor Hart one of its ablest men for any branch of executive labor. He would have made a good Governor, and, I have no doubt, a good judge. As a disciplinarian, ruling by what he did not do or say rather than by speech or action, he was equal to a regular army general. We felt him because he felt himself. That pale, pure face, with skin like a woman's in softness and spiritual light, those meditative, scholarly eyes, in which was the heroism of firmness, and the clean, plain dress and linen; we did not know what it was, but it was that perfection of things we saw,—a Christian gentleman. He had started in youth with the great and sacrificial ambition of becoming an instructor, and was, therefore, perfectly contented with his growth and rank. . . . So long as he was at the head of that school he refined it, although it was full of coarse and mongrel material. It was impossible that he should have intimacy or even intercourse with many out of its five hundred to six hundred boys, but those few who got to know him in subsequent years had a change of experience; he was then felt to be soft and almost humorous, and in some respects quite a child. But while we were in the school he exercised over us all the nameless control of a thorough teacher and educational magistrate."

Professor Hart was never wrong in making reforms and improvements. The Board of Education was indebted to him for hundreds of valuable suggestions. For several years, beginning about 1842, he conducted at the High School what were known as "Saturday Classes." In these were assembled, once a week, about three hundred young women, who were either teachers or advanced pupils in the grammar schools. He also caused a committee of twenty leading citizens, with Provost John Ludlow as chairman, to make a thorough examination of the boys in the High School, in order that the public might be convinced of the usefulness of the institution. In 1847 he, together with Professors Heyer, Kirkpatrick, and Rhoads, gave lectures in the school on such subjects as English Literature, the Public Schools, and the History of Pennsylvania. About 1849 a class in phonography was started, and in a few years it had trained up some of the most expert short-hand writers in the United States. In many other ways the period of his occupancy of the president's chair of the High School was fruitful of lasting benefits to the cause of education in Philadelphia. He soon succeeded in removing the reproaches and prejudices that had previously existed toward the common school system by raising the High School to a standard which all the lower

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grades of schools were likewise educated to in some degree, so that by the year 1846 a pupil in the second or third departments of the grammar school was remarked to know as much as a High School lad did in 1838.

In the year 1853 the High School building, on Juniper Street, was sold for forty-five thousand dollars to the Pennsylvania Railroad, which wished to erect a freight depot on its site, and on the 31st of May, in the same year, the corner-stone of the present edifice at Broad and Green Streets was laid. On this occasion Bishop Potter made a prayer, and addresses were delivered by Nathan Nathans, chairman of the High School committee, Professor Hart, George M. Wharton, Judge William D. Kelley, Harlan Ingram, Thomas B. Florence, and Dr. R. T. Breckenridge, of Kentucky. The lot extended one hundred and fifty feet along Broad Street and ninety-five feet on Green and Brandywine Streets. An examination was made of the corner-stone of the old building, and it was found that the documents and newspapers which had been deposited therein were reduced to pulp, and that through the action of the elements everything else was in more or less decay. For a short time, while awaiting the completion of the new building, the school was obliged to occupy the old model school in Chester Street. The dedication of the present edifice took place on the 28th of June, 1854, the Rev. Dr. Boardman and Morton McMichael delivering addresses, and Rev. Philip F. Mayer making a prayer. The entire cost of its construction and fitting up was seventy-five thousand dollars, of which seventeen thousand dollars were paid for the lot. Built chiefly of brick, with little ornamentation, it was a simple and yet not unimposing specimen of architecture, such as was not altogether inconsistent with the character of a free college for the people. Doubtless, if it had been erected ten or twenty years later, at a time when school-houses were regarded as fair exercise for an architect's fancy, it would not have been marked by so much simplicity. But in 1854 it was justly regarded as a great advance in public opinion when seventy-five thousand dollars could be obtained for such a purpose, and there was no disposition to go to an extreme, and cause a reaction by indulging in extravagance in minuteness of details. When the school was reopened in the fall of 1854 it contained six hundred pupils.

Professor Hart severed his connection with the school in December, 1858, and henceforth the public school system in this city was deprived of the services of perhaps the most valuable instructor who has adorned it. His successor was Nicholas Maguire, whose methods were widely different, and who, while possessing much force of character, was not inclined to be severe in the discipline of his administration. The friends of Professor Maguire in the Board of Education admired him highly on account of his "insight into individual character," which quality they pointed out as a "peculiar trait." About the year 1865, under the rigorous administration of Edward Shippen as president of the Board of Education, there was a reorganization of the High School. A committee of investigation, after overhauling the various departments, requested the entire faculty to resign. Mr. Maguire was succeeded by George Inman Riché, and two-thirds of the old professors were reinstated. This was the beginning of a new era of prosperity for the school. Mr. Riché was warmly devoted to its welfare. At the time of his accession to the principal's chair he was a young man, who had not many years before graduated from the school, and who was early recognized as one of the rising men of the community. Turning aside from the field of politics, in which his fine abilities as a speaker would have won for him success, he became ambitious of living a life of more usefulness, even if of less prominence, as an instructor. In the twenty years which he has passed as the head of the High School he has won the earnest respect of the thousands of young men with whom he has come into contact, and whom he has sent out into the world. As soon as he took charge of affairs, in 1866, he set about making improvements in every direction. It was with pride that he secured the services of professors who had themselves gone through the school as boys. He seems to have made it a point to encourage practical studies, and to provide a good business training for the lads who did not stay to graduate. When Professor Bache had organized the school, a quarter of a century previous, he divided the courses into three,—principal, classical, and elementary. The studies in the first two differed only in regard to languages, the modern being the feature of the principal, and the ancient that of the classical. The latter, however, allowed French, so far as it was not inconsistent with due progress in classical studies. The elementary course was an English one entirely, including geography, American history, arithmetic, and algebra, and was about equivalent to the studies pursued at the present time in the half-way classes of the grammar schools. In Professor Bache's time no preparatory course was needed at all for admission, and pupils not older than nine and ten years were registered. That the High School students were representative of the whole community, and, therefore, were made up for the most part of boys whose parents were either poor or in humble circumstances, may be seen from the list of occupations of their fathers as they were taken down during Professor Hart's terms. It was not unwisely, in view of this fact, that the study of Greek, Spanish, and Anglo-Saxon was, in 1854, entirely abandoned. In 1856 the elementary course was discarded, and the principal and classical courses were united. At the same time the study of the German language, which had been introduced in 1852, under Professor Frederick A. Roese, was discontinued, but was revived in 1860, under Lewis Angelè, one of the most picturesque and

best-remembered figures in the memory of High School lads. Under Principal Riché's administration particular attention was paid to this language, and one of his first reforms was to abolish the chair of French altogether, and to substitute for it a department of physical geography and civil engineering. He also, about the same time, abolished the department of commercial calculations and business forms. Under his wise management the school has become, more than ever it was, a model of its kind.

The following is a list of the gentlemen who have been either instructors or assistant instructors in the institution since its foundation: E. Otis Kendall, John Frost, Henry McMurtrie, J. A. Deloutte, F. A. Brégy, John F. Frazier, James C. Booth, John Sanderson, Rembrandt Peale, William Vogdes, George J. Becker, Henry Haverstick, J. Kirkpatrick, E. K. Smith, James Rhoads, Martin H. Boyé, Frederick G. Heyer. These professors were appointed during the period preceding 1850, after which time the faculty was recruited in the following order: Daniel W. Howard, 1850; Samuel S. Fisher, 1851; Frederick A. Roese, 1852; Alexander J. McNeill, 1853; George H. Stuart, 1853; Zephaniah Hopper, 1854; Edward W. Vogdes, 1854; James McClune, 1855; George Gerard, 1859; William H. Williams, 1859; Romaine Lujeane, 1859; Jacob G. H. Ring, 1859; A. D. Bache, 1859; B. Howard Rand, 1859; Lewis Angelè, 1860; Francis A. Brégy, 1862; Joseph B. Beale, 1862; Henry Hartshorne, 1862; Joseph Wilson, 1862; Lemuel Stephens, 1865; Isaac Norris, John Kern, 1866; D. W. Bartine, 1866; John Kern, 1866; George Stuart, 1866; Edwin J. Houston, 1867; J. F. Holt, 1867; George Corliss, 1869; John S. Newton, 1869; Elihu Thompson, 1870; William H. Wahl (temporarily); George W. Schock, 1875; Max Straube, 1875; Henry Leffman, 1876; Samuel Mecutchen, 1878; Franklin Taylor, 1878; M. B. Snyder, 1878; W. N. Meeks, 1878 (killed in same year); Frederick F. Christine, 1880; William H. Greene, 1880; Oscar C. S. Carter, 1880; and A. J. Morrison.

At the present time the studies in the High School include the following subjects: geometry, belles-lettres and elocution, history, Latin, German, drawing, algebra, physical geography and natural philosophy, anatomy and physiology, higher mathematics and astronomy, English literature, mental and moral science, chemistry, and commercial arithmetic. To secure instruction on all these subjects a four years' course is necessary, the completion of which entitles the graduate to the degree of Bachelor of Arts. The degree of Master of Arts is also conferred upon graduates of not less than five years' standing. The average attendance of pupils during the year 1883 was less than six hundred. The prejudices which have been raised against the High School have lost much of their power by reason of the excellent results which it has produced. It has trained up a great number of the most useful citizens in Philadelphia, who, in the great majority of instances, could not have, in their boyhood, secured such advantages, and who look back upon the school with a grateful remembrance of the spirit of public beneficence which allowed them the opportunity to broaden and equip their minds; nor has it had the effect, which might naturally be supposed, of spoiling its youth for the practical and commonplace affairs of life. At one time, when Professor Hart, who was exceedingly anxious to discover whether this effect would be produced, made a list of the occupations which one of his graduating classes intended to follow, it was found that those who wished to be architects were 2; blacksmiths, 3; bookbinders, 3; bricklayer, 1; cadet, 1; carpenters, 16; clerks, 20; conveyancers, 6; cordwainers, 6; curriers, 2; dentist, 1; druggists, 4; engineers, 3; engravers, 4; farmers, 8; machinists, 14; manufacturers, 2; mariners, 3; painters, 2; physician, 1; printers, 7; saddler, 1; shipwrights, 5; stores, 38; teachers, 9; turner, 1; tinman, 1; watch-maker, 1; and wheelwright, 1. Many of these purposes were, perhaps, transient impulses, that could not always be carried out, but they are sufficient to indicate that a liberal degree of education at the public expense did not then destroy, as it probably has not since entirely destroyed, the democratic simplicity of our youth.

The necessity of an institution of a similar character which would provide an advanced education for the girls in the grammar schools, as well as prepare teachers for the lower grades of schools, had been frequently spoken of as early as 1838. Thomas Dunlap, in particular, did much to forward such a project in the Board of Education, but the controllers were slow to come to any definite action on the subject, believing that the experiment of the Boys' High School should first be thoroughly tested. Nor was the importance of female education rated very high in the general opinion forty-five years ago. For ten years the idea of a higher school for girls was talked over before any decisive measures were adopted looking to that end. On the 1st of February, 1848, a normal school was opened in the model school building, on Chester Street, under the charge of Dr. A. T. W. Wright as principal. One hundred and six girls were enrolled, and were taught in grammar, history, mathematics, reading, drawing, and writing, and music. It was estimated that the cost of instruction to each pupil was seventeen dollars per annum. The school was not long in becoming popular, and in the year 1853 a new building was constructed for it on Sergeant Street, between Ninth and Tenth Streets. It remained under Dr. Wright's efficient supervision until the year 1857, when he resigned, and was succeeded by Philip A. Cregar. For seven years this gentleman administered the affairs of the institution. In January, 1864, George W. Fetter, who has ever since occupied the principal's chair, and who has shown a superior order of executive ability, came to the school, and under his direction it has made a

constant advance in usefulness. The building on Sergeant Street, soon after Professor Fetter's advent, became cramped, as the numbers of pupils clamoring at every examination for admission became greater from year to year; but it was some time before City Councils could be induced to make an appropriation for a new structure. Indeed, there were not a few people in the community who did not manifest the most friendly spirit toward the institution, on account of what they regarded as its tendency to provide merely ornamental education.

In the year 1875, however, the objections against making further provisions for the school were overcome, and during the centennial year a handsome building was erected on the northeast corner of Seventeenth and Spring Garden Streets. It was dedicated on the 30th of October, 1876, with appropriate exercises, consisting of a prayer by Bishop William Bacon Stevens, and addresses by M. Hall Stanton, Simon Gratz, Judge William S. Peirce, and Judge Joseph T. Pratt. The building is large, handsome, and imposing, accommodates upwards of eleven hundred pupils, and cost, including the lot and the furniture, about two hundred thousand dollars. At the present time upwards of one thousand girls and young ladies attend the Normal School. The course of study is divided into a period of four years, and embraces etymology, Constitution of the United States, sewing, botany, elocution, composition, rhetoric, logic, algebra, physical geography, arithmetic, geometry, mathematics, mythology, general history, drawing, physiology, music, and theory and practice of teaching. Graduates who wish to become teachers are required to remain in the school for an additional year as post-graduates, and show by their work in the schools for practice, which are attached to the institution, that they are able to train and control children, and not until they thus demonstrate their fitness do they receive certificates to teach in the public schools of Philadelphia.

The establishment of these two institutions—the Boys' High School and the Girls' Normal School—was most effective in dispelling the feeling of distrust with which the public school system was so long regarded up to about 1845–50. As soon as it became apparent that an excellent education could be obtained for boys at the public expense under the care of such instructors as Bache and Hart and Kendall, parents who hitherto had been sending their children to "pay schools" or to academies, began to perceive the growing advantages of the public school, and thousands of other people, who, with false ideas about "respectability," had been paying for tuition for their children sums which they could ill afford, were not slow in imitating those who were wealthier. Thus the number of children attending the schools was, in

GIRLS' NORMAL SCHOOL, PHILADELPHIA.

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1840, twenty-three thousand one hundred and ninety-two, and ten years later it had reached forty-eight thousand and fifty-six, or much more than doubled itself.

The efficient administration of Mr. Dunlap as president of the Board of Education, which had lasted for ten years, closed on the 1st of January, 1840, and his name deserves to be honored along with those of Joseph R. Chandler, Peter Hay, John Wurtz, John Sergeant, George W. Smith, Ellis H. Yarnall, George M. Stroud, Jacob Lex, and other earnest workers in the cause of popular education in Philadelphia. George M. Wharton was president of the board from 1841 to 1844; John Miller, from 1844 to 1847; George M. Wharton, from 1847 to 1850; Daniel S. Beideman, from 1850 to 1853; George M. Wharton, from 1853 to 1854; Thomas G. Hollingsworth, from 1854 to 1857; William J. Reed, from 1857 to 1859; Henry Bumm, from 1859 to 1861; Benjamin M. Dusenberry, from 1861 to 1862; and Leonard R. Fletcher, from 1862 to 1864. With one or two exceptions these men were useful in their positions. No other events of striking interest beyond these which we have narrated occurred under their administration. Slowly, gradually, and at times almost imperceptibly the system under their charge continued from year to year to extend itself and to become more efficient. New York, Boston, and other cities had before 1860 copied our system of dividing the schools into primary, secondary, grammar, and high schools. In President Beideman's time began an era of operation in the building of school-houses which, though for short times checked, has never since entirely ceased, and which has dotted the city with hundreds of edifices that are worth millions of dollars. The accession of Edward Shippen to the presidency of the board in 1864, an office which he held for five years subsequently, marked the beginning of a period of much activity and original thought in the Board of Education. Mr. Shippen's reports are perhaps the best written by any of the presidents after Vaux and Dunlap. He was an enthusiastic believer in popular education. He studied the subject in all its bearings.

The teachers never had a warmer advocate. He was never wrong in besieging City Councils for more liberal appropriations. He inveighed against the "cramming process," which after the civil war first began to attract attention, and through his influence the experiment of dispensing with the use of text-books at home, and not allowing them to be taken out of the schools, was tried about 1867. During the same year, in co-operation with Mayor McMichael, he caused a census of the children in this city to be taken by the police, and the community was somewhat startled to discover that twenty thousand boys and girls between the ages of six and eighteen did not attend school nor engage in any kind of employment. This discovery had the effect of starting a cry for compulsory education. In 1867 "senior classes"—in which an advanced course of study is pursued, approaching to some degree that of the High School in its lower classes—were established, with the object of preventing the "fearful competition to get into the High School," a competition which was said to be as injurious to the scholar as to educational interests in general. In the same year the "Teachers' Institute" was started with nine hundred out of the fourteen hundred teachers in Philadelphia, and a course of lectures, as well as the establishment of a library, was made its chief attraction. Mr. Shippen was earnest in insisting upon the necessity of a superintendent, who should assume direction over all the schools in Philadelphia. The building of some of the first of the many large and neat brownstone school-houses that adorn the city was also a conspicuous feature of Mr. Shippen's administration.

The class of men who assisted him in the board was also superior to those who had at times controlled its affairs, not so much by means of their knowledge and their standing as citizens as of their influence in ward politics and their ability to manipulate the sectional school boards which chose them as representatives in the general board. This improvement was brought about in 1867, by an act of Assembly which vested the power of appointment in the board of judges of the Court of Common Pleas, and which has not been abused by the judiciary to any serious extent, although a subject of criticism by those who believe that the board should be chosen by the people or through some other agency than the judicial bench. It must be said, however, that during the sixty-six years of its existence the board has, considering the large outlays of money it has made, preserved a far better character than has been the case with such bodies in some other cities. Notwithstanding the expenditure of a million and a half dollars annually, there has hardly been for many years past even a whisper raised against the integrity of the board at a time when probably no other municipal department has not been to some degree an object of suspicion. That the city is generally willing to sustain education and make these outlays is not disconnected with the faith which they are inclined to place in most of the controllers.

A full list of the citizens who, since 1818, have served in this capacity is contained in the following names of members of the board between the years 1818 and 1850:

John C. Brown, Joel B. Sutherland, William W. Fisher, Daniel B. Smith, Jacob Justice, Gurney Smith, John C. Brown, Joseph B. Norbury, Benjamin W. Richards, Isaac W. Norris, Rev. George Boyd, Charles Norris, John Steel, Joseph Warner, Andrew M. Prevost, John L. Wolf, James Gowen, Jonathan Thomas, Joseph Bockius, Evan W. Thomas, Jr., John Oakford, Morton McMichael, Alex. Parker, J. G. Hollingsworth, Henry Zollickoffer, Edward B. Garrigues, Charles E. Cathrall, George M. Wharton, George M. Justice, Jonathan Thomas, Jacob T. Snyder, John R. Walker, Andrew Horton, Dr. Thomas Oliver Goldsmith, George Thomas, Samuel H. Traner, Richard R. Spain, Samuel English, William G. Flanagan, Alexander Wentz, John Foulkrod, Charles V. Hagner, Henry Leech, George Emlen, Jr., Mordecai L. Dawson, Isaac Barton, Clifford Smith, Richard G. Laning, William F. Ireland, John C. Smith, James Campbell, James R. Nagley, Thomas H.

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Forsyth, Stephen B. Kingston, William Wister, Francis Lyons, Peter Rambo, Abraham Helffenstein, Richard Vaux, William Biddle, Thomas S. Hollingsworth, George H. Burgin, M.D., Clifford Smith, John Miller, Joseph Yerger, Francis Lyons, John Robbins, Jr., Hugh Clark, Jacob Heyberger, William S. Perot, Alexander Browne, William J. Crans, Hugh O'Donnell, Joseph Yerger, John J. McCohen, James J. Barclay, Samuel D. Patterson, Lewis Crunsillat, Samuel Grice, Theodore Cuyler, Alexander M. Macpherson, Daniel S. Beideman, John P. Colcord, Joseph E. Maull, Michael D. Waterman, George F. McCallmont, Jacob Shearer, Benjamin Matthias, William English, Charles Thomson Jones, Frederick Sorber, William J. Reed, Philip N. Hayner, George W. Vaughan, William Martin, William Watson, M.D., James Peters, Robert Ash, Paul K. Hubbs, Joseph T. Mears, John S. Painter, Charles C. Aitkin, Jesse H. Flitcraft, Charles M. Sandgram, James Peters, Henry Bourseu, Perry W. Levering, John Clouds, Nathan Nathans, William H. Drayton, Benjamin Morton, Isaac Ashmead, William Larzelere, Isaac Pearson, Samuel C. Ford, John M. Pugh, M.D., John H. Bringhurst, Arthur G. Coffin, Joseph Cowperthwait, Benjamin Baker, Alexander Greaves, Thomas J. Herring, John Stellman, Thomas J. Malony, and John J. Meany.

Between 1850 and 1860, the following citizens served in the board:

John Clayton, David H. Kollock, T. K. Collins, Thomas Lewellen, Harlan Ingram, William Clothier, John McAvoy, M.D., C. Campbell Cooper, M.D., William B. R. Selby, Nathan L. Jones, Isaac Leech, Jr., Joseph Kneu, Jacob C. Slemmer, Benjamin Gaskill, Edwin Booth, D. M. Foot, M.D., Henry Herbert, Andrew Miller, William F. Small, William H. Sickels, Joseph W. T. McAllister, George P. Mercer, Joseph J. Thomas, Samuel Ashmead, William Curran, M.D., Benjamin M. Dusenberry, Samuel Taylor, Charles T. Sutter, George P. Henzey, Andrew H. Manderson, Charles Cline, George W. Burr, Edward W. Gorgas, Samuel S. Worthman, Spencer Roberts, Benjamin F. Warren, Richard R. Montgomery, Philip B. Mingle, Thomas G. Hollingsworth, Thomas W. Marchment, E. Harper Jeffries, William Matthews, William R. Bald, Francis McManus, Alfred W. Green, M.D., Edward R. Badger, Marcus A. Davis, Washington J. Jackson, Joseph Reakirt, John J. Kersey, Thomas Banes, William Conn, Charles M. Lukens, Robert F. Bower, Cornelius L. DeGroot, Edward G. Lee, Benjamin H. Barton, Aaron H. Burtis, James H. Watson, Charles Frishmuth, Leonard R. Fletcher, Joseph M. Hancock, Cornelius Baker, William H. Trinick, John Conroy, M.D., Charles J. Wister, Jr., Thomas W. Duffield, John R. Angney, M.D., C. S. Himmelwright, Stephen Farrand, John Fry, Aaron B. Ivins, John Hunsworth, Henry Bumm, John Houston, Adam Shetzline, Paul B. Carter, Edwin McCalla, R. Q. Shelmerdine, Thomas Haig, Adam Martin, Michael Blynn, John Rittenhouse, William H. Flitcraft.

The following citizens have been members of the board at various times since 1860, as well as some of those above named who were appointed before that year:

Isaac B. Smith, William N. Tisdall, Charles Welsh, Thomas Fitzgerald, Charles A. Yeager, George Inman Riché, Joseph B. Smith, James S. Chambers, Edwin McCalla, Lewis Bitting, Thomas Wood, William H. Gominger, William Adamson, George W. Stull, David Wallace, Charles W. Zimmerman, John Holland, James Freeborn, L. R. Fletcher, Daniel Witham, John Moffet, Frederick Vandegrift, James S. Stewart, Robert W. Ritchie, Joseph Cooper, John F. Belsterling, John B. Green, Thomas Potter, David Murtha, William C. Haines, James Lees, Nathan Hilles, William F. Cooper, Jonathan Roberts, George W. Nebinger, M.D., P. A. Fagen, Robert Palethorp, John Noble, Edward Shippen, Robert W. Cushman, William M. Levick, William O. Kline, Andrew Brofly, Edward Holt, M. McGeoy, James W. Fletcher, Patrick Duffy, Charles Abel, De Witt C. Moore, G. A. Hoffman, Joseph H. Hookey, Louis F. Linde, Joseph Crout, James N. Marks, William F. Boucher, Abraham Taylor, James H. Gaw, Lewis Elkin, Samuel Scheide, John W. Clark, Henry McIntyre, James McManes, James Milligan, Jr., Joseph Mullineaux, Norris J. Hoffman, Francis W. Getz, Samuel S. Money, James J. Reville, Jacob Reed, M. Hall Stanton, William S. Elder, Henry Einwechter, Charles W. Carrigan, Washington L. Bladen, W. Elwood Rowan, A. S. Jenks, Lewis C. Cassidy, M. R. Harris, John Samuel, John Price Wetherill, James S. Hinkel, Albert C. Roberts, Henry C. Hickok, Stephen Taylor, Stephen H. Smith, Edward Armstrong, John G. Brenner, James H. MacBride, Charles Harmer, Daniel Steinmetz, Charles F. Abbott, P. A. B. Widener, William B. Stephens, William Ridings, D. Weatherly, R. W. Downing, Samuel Wakeling, John J. Hartman, James Long, Thomas R. Davis, R. J. Lehman, William J. Gillingham, Thomas A. Fahy, James S. Whitney, Louis Wagner, Richardson L. Wright, M. P. Hutchinson, John Sheffden, James Nichol, Leander M. Jones, Alexander Adaire, John L. Stewart, John M. Campbell, Simon Gratz, Charles S. Austin, George W. Cox, William J. Pollock, William J. Colladay, Edward T. Steel, Thomas Kennedy, William F. Miller, Edward Lewis, John Fitzpatrick, James J. Cooper, George F. Barker, William Gulager, James Pollock, Henry S. Godshall, Isaac A. Sheppard, William M. Smith, Samuel T. Child, James V. Watson, James Hughes, Joseph C. Ferguson, Andrew M. Spangler.

A most valuable assistant to these men for thirty-six years has been Henry W. Halliwell, who entered their service in 1848, who, in 1865, was made chief secretary, and who is closely identified with the cause of educational progress in this community.

M. Hall Stanton was president of the board from 1870 down to the end of the year 1876, and his administration, although not so fertile in original ideas as was that of his predecessors, was in the main progressive and beneficial. He was succeeded by James Long, who remained in the office for two years, and who was replaced in January, 1879, by Edward T. Steel, who has thus far performed his duties with a rigor and intelligence which promise to be productive of much good. During these three administrations a generous reception has been given to every new idea that has been advanced with a view of enlarging the usefulness of the public schools. In 1875 the University of Pennsylvania offered to furnish the city with forty free scholarships in its scientific departments, and pupils of our free schools now found an opportunity to complete their education in that fine institution of learning. The Philadelphia School of Design also receives ten female pupils each, and the Pennsylvania Museum and School of Art has likewise established five free scholarships for the city. The Night School for Artisans, which was opened by Professor Riché, in the High School building, in November, 1879, has afforded many young men an excellent medium of instruction in the industrial arts.

For many years, dating from Mr. Shippen's administration, the necessity of a superintendent of the Philadelphia schools has been frequently urged upon the board; but it was not until 1882 that the Councils of the city were willing to make an appropriation for that purpose. They then agreed to lay aside fifteen thousand dollars, with which the board could begin the organization of such a department of superintendence. It was contended that the schools were without systematic organization, that they were not managed according to a fixed standard of regulations, and that the teachers in particular needed supervision by an instructor of the largest experience as well as thorough technical knowledge. After much scrutiny of the qualifications of a number of candidates for the position, Professor James McAlister, then engaged at Milwaukee in a similar capacity, was called upon to accept the place, which he did in the spring of 1883. It is expected that he will gradually establish a reformation of the system of education, which will bring

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it up to all the improvements that have been made in the modern training of youth.

The city's appropriations for its schools have for some years past averaged a million and a half of dollars each year—a figure which, in the time of Roberts Vaux or Thomas Dunlap, would perhaps have caused the most enthusiastic advocate of common schools to stand aghast. Indeed, this is three times as much money as was appropriated for this object a period so comparatively recent as the opening of the civil war. While during the last fifty years the number of pupils has increased twenty-fold, the amount of expenses has increased nearly fifty-fold. The following table shows the number of pupils, the amount of appropriations, and the general population of the city at various periods during the past sixty-four years:

Year.	Pupils.	Appropriations.	Population.
1820	5,359	$22,068	137,097
1830	5,371	32,100	188,961
1840	23,192	125,740	258,037
1850	48,056	366,361	408,762
1860	63,530	512,014	568,034
1870	82,891	1,197,901	678,000
1876	95,552	1,634,653	800,000
1882	103,702	1,529,157	900,000

The scholars are divided among the schools in the following order: Normal and High Schools, 1539; grammar schools, 16,124; secondary schools, 28,433; and primary schools, 57,606. The total number of schools is about 470, and the total number of teachers about 2200. The warrants drawn for teachers' salaries amount to about eleven hundred thousand dollars annually. This does not indicate a very high average salary for each teacher, and it was only recently that President Steel remarked "that a woman who is, in fact, capable of directing the work of a primary school should receive a maximum salary of five hundred and thirty dollars, is a satire." It is estimated that the total average cost of the tuition of each pupil, including the High and Normal Schools, is less than fifteen dollars a year. Nevertheless, there are many children in Philadelphia who do not receive the benefit of the public schools. It has been calculated that there are upwards of sixty thousand boys and girls between the ages of six and fifteen who are not enrolled upon the list of pupils, and that but comparatively few of this large number are attendants at private schools. How to get at this ignorant mass of the population is still a problem to be solved. "When we can begin training in the kindergarten," said President Steel, in a recent report, "continue it in excellent primary schools, through grammar schools, embracing thorough manual instruction, and complete it with a course in a high school combining a school of technology, we may feel that proper provision is made for the education of the children of the city."

The city and county of Philadelphia is known as the First School Division of the State of Pennsylvania, and each ward in the city is a school district. The voters of each ward elect three citizens each year as directors of public schools. They must have the same qualifications as State senators, and reside in the ward to which they are accredited.

In addition to the directors aforesaid, there is a Board of Public Education, composed of one person from each ward, known as controller of public schools, and appointed by the Court of Common Pleas, and each controller is a member of the ward Board of School Directors from which he is appointed, and he must have the qualification of a member of the Senate.

The controllers of the public schools determine upon the number of school-houses which shall be erected or established in every section, and limit the expense of erecting and establishing every such school-house. They have the power to establish a model school, in order to qualify teachers for the sectional schools, or for schools in other parts of the State. They also have power to provide such suitable books as they shall deem necessary for the use of the pupils belonging to the different schools within the First District. They have the general superintendence over all the schools established in the said district, and make such rules and regulations for their own government, and for the general regulations of the district, as may be deemed necessary. They also appoint a secretary.

It is the duty of the said controllers to examine all accounts of moneys disbursed in erecting, establishing, and maintaining the several schools established within the district.

The said controllers meet at least quarterly, and call special meetings whenever the same may be deemed expedient. They keep regular minutes of their proceedings, and publish a statement, in the month of February in every year, of the amount of expenditure, and of the number of children educated in the public schools.

The said controllers are authorized, whenever they shall think proper, to establish schools for the instruction of children under five years of age, and the money expended in the establishment and support of these schools is provided for and paid in the same manner directed by law with respect to the other public schools in said district.

Five members of the controllers of public schools for the city and county of Philadelphia constitute a quorum for the making of orders for the payment of money and the transaction of business generally, with this exception: that no order for the payment of money shall be made at any special meeting of the board unless a majority of the whole number be present.

The controllers, from time to time, when required by the superintendent of common schools, furnish such reports touching the condition and management of the schools under their charge, and of the methods of instruction practiced therein, as he may deem useful for the advancement of the system of general education in the State.

They are authorized and directed to cause such of

the public schools in the said district as they may deem necessary to be opened at night, during the months of January, February, March, October, November, and December of each and every year, for the instruction of male adults.

They also have and possess power to confer academical degrees in the arts upon graduates of the Central High School, in the city of Philadelphia, and the same and like power to confer degrees, honorary and otherwise, which is now possessed by the University of Pennsylvania.

And the controllers of the public schools of the First School District of Pennsylvania establish a system for the examination of the qualifications of all persons who may desire to become teachers in the public schools of said district, the said examinations to be held at such times and places, and under such system, rules, and regulations as the said controllers shall adopt.

The Board of Public Education appoints a superintendent of public schools, who has general supervision of the schools.

The said directors, for every section respectively, have power to erect and establish so many schools in their respective sections as may be determined upon by the said controllers, and appoint teachers, and provide all things necessary for maintaining and conducting the schools in their respective sections, and superintend and direct the said schools respectively. And the directors of every section respectively meet at least monthly, and keep regular minutes of their proceedings, and the said directors of every section respectively divide themselves into as many committees as there may be schools established as aforesaid in the particular section, so that every committee may have the management of one school only; and the said committees also keep regular minutes of their proceedings, and report or exhibit their minutes to the directors of the section whenever required by the said directors so to do. And the directors of every section report the state of all the schools within the section every six months to the controllers aforesaid. And all the directors of the public schools within the said district perform their duties without any pecuniary compensation, and during their term of service are exempted from serving as jurors, arbitrators, overseers of the poor, or managers of the almshouse, and, except in time of war, from militia duty.

School properties belonging to the city of Philadelphia on the 31st of December, 1882:

	Buildings.	Lots.	Furniture.	Totals.
Boys' High School	$50,000	$100,000	$10,000	$160,000
Girls' Normal School	175,000	70,000	30,000	275,000
First Section	186,000	82,624	13,000	286,624
Second Section	100,500	42,900	9,500	152,900
Third Section	123,000	45,000	10,300	178,300
Fourth Section	105,000	43,666	10,400	159,066
Fifth Section	100,000	50,000	7,000	157,000
Sixth Section	75,000	62,799	4,000	141,799
Seventh Section	127,000	75,332	9,050	211,382
Eighth Section	85,000	60,000	4,850	149,850
Ninth Section	89,000	63,500	7,000	159,500
Tenth Section	118,000	60,316	5,650	183,966
Eleventh Section	86,000	51,199	5,650	142,849
Twelfth Section	71,000	41,666	5,750	118,416
Thirteenth Section	84,000	42,750	4,900	131,650
Fourteenth Section	148,500	89,466	9,300	247,266
Fifteenth Section	206,000	81,999	12,200	300,199
Sixteenth Section	82,500	54,500	6,200	143,200
Seventeenth Section	70,000	31,607	6,000	107,607
Eighteenth Section	131,000	50,149	10,800	191,950
Nineteenth Section	166,000	82,250	14,050	262,300
Twentieth Section	161,000	87,165	12,400	260,565
Twenty-first Section	112,000	47,899	9,600	169,499
Twenty-second Section	219,500	74,832	11,550	305,882
Twenty-third Section	112,000	38,000	8,650	158,650
Twenty-fourth Section	234,000	83,933	13,650	331,583
Twenty-fifth Section	178,700	74,450	12,700	265,850
Twenty-sixth Section	110,000	52,833	7,800	170,633
Twenty-seventh Section	155,500	78,499	9,250	243,250
Twenty-eighth Section	170,500	59,500	11,300	241,300
Twenty-ninth Section	175,500	67,632	11,000	254,132
Thirtieth Section	97,000	54,433	7,800	159,233
Thirty-first Section	82,000	40,000	7,500	129,500
	$4,186,200	$2,040,899	$318,800	$6,550,900
Deduct principal of ground-rents, $22,269				371,150
Net value of properties				$6,179,750

The following table shows the number of pupils belonging, number admitted, number promoted, number left, and average attendance during the year 1882:

Grades.	Number of Pupils. Males.	Number of Pupils. Females.	The Number of Pupils belonging to the School at the Beginning of the Year.	The Number of Pupils admitted during the Year.	The Number promoted during the Year to a Higher School.	The Number of Pupils left who were not promoted to a Higher School during the Year.	The Number of Pupils belonging at the end of the Year.	The Average Number of Pupils belonging during the Year.	The Average Attendance during the Year, including the Sick.	The Average Attendance during the Year, excluding the Sick.
High schools	559	929	1,488	622	.....	571	1,539	1,495	1,510	1,475
School of practice	.....	321	325	121	33	92	321	326	312	260
Grammar schools	6,965	7,504	14,518	9,360	656	8,753	14,469	15,442	14,316	13,197
Combined grammar, secondary, and primary schools	828	1,628	1,762	1,473	44	735	2,456	2,426	2,182	2,032
Consolidated schools	3,164	2,986	6,906	2,936	20	2,672	6,150	5,965	4,934	4,531
Secondary schools	12,062	12,920	24,906	18,786	6,533	12,177	24,982	25,348	23,351	21,474
Combined secondary and primary schools	1,092	1,021	1,980	1,379	47	1,199	2,113	2,085	1,863	1,667
Primary schools	26,420	25,252	51,472	36,894	11,279	25,415	51,672	50,225	44,926	40,112
Totals	51,090	52,612	103,357	71,571	18,612	51,614	103,702	103,302	93,394	84,748

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PRESIDENTS OF THE BOARD OF PUBLIC EDUCATION.

Under the act of March 3, 1818.

Roberts Vaux, elected	April	—, 1818
Thomas Dunlap, elected	Jan.	1, 1830
George Mifflin Wharton, elected	Jan.	1, 1840
Henry Leech, elected	Jan.	1, 1841
John Miller, elected	Jan.	1, 1844
George Mifflin Wharton, elected	Jan.	1, 1847
Daniel S. Beideman, elected	Jan.	1, 1850
Thomas G. Hollingsworth, elected	Jan.	1, 1854
William J. Reed, elected	Jan.	1, 1857
Henry Bumm, elected	Jan.	1, 1859
Benjamin M. Dusenbury, elected	Jan.	1, 1861
Leonard Randolph Fletcher, elected	Jan.	1, 1862
Edward Shippen, elected	Jan.	1, 1864
Daniel Steinmetz, elected	Jan.	1, 1869
Morton Hall Stanton, elected	Jan.	1, 1870
James Long, elected	Jan.	1, 1877
Edward T. Steel, elected	Jan.	1, 1879

SECRETARIES OF THE BOARD OF PUBLIC EDUCATION.

1819.	Willie Birnie.
	Thomas McKean Pettit.
1820.	Daniel B. Smith.
1821.	Thomas McKean Pettit.
1833.	Charles Pettit.
1835.	William Piersol.
1837.	Richard Penn Smith.
1841.	Thomas B. Florence.
1849.	Robert J. Hemphill.
1863.	James D. Campbell.
1865.	Henry W. Halliwell.

The University of Pennsylvania.[1]—The history of the University of Pennsylvania begins with the foundation of an academy and charity school, out of which the present organization has grown. As early as 1743, Benjamin Franklin saw the need and proposed the establishment of such an academy, and also recognized in the Rev. Richard Peters one whom he believed especially fitted for its head. Finding himself unable to secure the desired co-operation, and his attention being absorbed in the disturbed condition of public affairs during the war between Great Britain and France, the matter was dropped until 1749. He then wrote and published a pamphlet entitled "Proposals Relative to the Education of Youth in Pennsylvania," which attracted much attention, and resulted in the formation of a board of trustees, who charged themselves with the execution of the plan. It consisted of the following persons:

THE "NEW BUILDING," AFTERWARD KNOWN AS "THE ACADEMY."

Benjamin Franklin, president; William Coleman, treasurer; James Logan, Thomas Lawrence, William Allen, John Inglis, Tench Francis, William Masters, Lloyd Zackary, Samuel McCall, Jr., Joseph Turner, Thomas Leech, Phineas Bond, Abraham Taylor, Thomas Hopkinson, Joshua Maddox, William Shippen, Robert Strettell, Philip Syng, Charles Willing, Richard Peters, Thomas Bond, William Plumsted, Thomas White.

These gentlemen signed articles of association in November, 1749, and subscribed among themselves over two thousand pounds for the proposed school. There was at that time "the new building" in Philadelphia peculiarly adapted to their needs on Fourth Street, below Mulberry Street (now Arch Street). It had been built primarily as a place of worship for the especial use of the celebrated Whitefield whenever he might visit the city, but also to serve as a charity school, and was held by trustees for that purpose under the original subscription. These trustees found themselves embarrassed by a heavy debt upon the property with no prospect of being able to pay it, and very readily consented to transfer it to the academy on condition of a charity school being made part of the scheme, and of Mr. Whitefield and others being permitted its occasional use for preaching. In 1751 the academy formally entered upon the property, the Rev. Richard Peters preaching a dedicatory sermon. There were three schools, the English, the Mathematical, and the Latin, each under a master, with a sufficient number of ushers and tutors, the head master having the title of rector. A charity school, elementary in its character, was also maintained.[2]

The prosperity of the enterprise soon induced the trustees to apply for a charter, which was granted them by Thomas and Richard Penn, under the date July 13, 1753, as "The Trustees of the Academy and Charitable Schools in the Province of Pennsylvania." The Rev. William Smith, afterward so prominent in the affairs of the college and of the province, was added to the staff of instructors, and so enlarged the curriculum by the resources of his learning and energy that the academy became practically equivalent to a college. An additional charter was therefore granted by the proprietors June 16, 1755, changing the title into that of "The Trustees of the College, Academy, and Charitable School of Philadelphia," and conferring upon them all the powers which are usually attached to such a title. The college and the academy were closely related. The same professors taught in each, and they were in fact but higher and lower departments of one school. In the college there were but three classes, freshman, junior, and senior, and the course was one of three years. There were five professors, one of whom was provost and rector of the academy, another vice-provost. The first commencement was held May 17, 1757, when Paul Jackson, Jacob Duché, Francis Hopkinson, Samuel Magaw, Hugh Williamson, James Latta, and John Morgan received the degree of Bachelor of Arts. The eminence afterward attained by these young men was a good augury of the influence and fame of the incipient college.

In 1762 an additional building was erected, nearer to Arch Street, and devoted partly to dormitories for the use of students, who now began to come in from

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[1] The authors are greatly indebted to Rev. Jesse Y. Burk, secretary of the Pennsylvania University, for this sketch of that historic institution. Good taste and accurate information have enabled Mr. Burk to treat his subject in a way which none can fail to appreciate.

[2] See vol. ii., pp. 1471–72–73.

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even the remotest colonies. In 1763 there were nearly four hundred students in attendance upon the college and its subordinate schools, an evidence in those days of an unusual prosperity and success. The first provost, Dr. William Smith, was a man of rare abilities and unbounded activity. Not hesitating to take part in the political contests of the time, he was imprisoned by the Legislature, and for a time taught his classes in the common jail, to which they obtained permission to resort, until he was released on his claim for an appeal in person to the king. Proceeding to England for this purpose, he was received with distinguished honors by the bishops and others in authority, and had conferred upon him the degree of Doctor of Divinity by the University of Oxford. Such an interest was created by him in England that when, in 1761, the trustees found themselves seriously embarrassed in prosecuting the extended work of the college, it was determined to send him again to England to solicit contributions for an endowment. At the same time a similar effort was resolved on by King's (now Columbia) College, New York. The two commissioners reached England at the same time, and wisely concluded to unite their efforts and to share the proceeds. Procuring from the king, through the influence of the Archbishop of Canterbury, a circular letter to all churches in the kingdoms, "they divided the land between them," and making numerous collections, succeeded in procuring a very considerable endowment for each college. At the time of the transmission of this fund a most kind and friendly letter was sent by the archbishop, in which he expressed the earnest hope that the liberal and unsectarian principles on which the institution had formerly been conducted would be adhered to for all time. In their gratitude at the reception of the endowment the trustees adopted as a standing resolution a declaration of these principles in the strongest possible language. By a most singular and perverse misconception this action was seized upon by a Legislature politically hostile to the provost and faculty as a "narrowing of the foundation," and made in 1779 the pretext for an unjust confiscation of all the rights and properties of the college, which were transferred to a new organization, called in its charter the trustees of the University of the State of Pennsylvania. The trustees of the college made a good fight for their rights, but, unfortunately, Benjamin Franklin was then absent as minister to France, and they were obliged to surrender their property, while still maintaining their organization and carrying on, to the best of their now straitened ability, the several schools. The new University organized its faculties, both in arts and medicine, and for a few years the rival and hostile institutions struggled on side by side with necessarily indifferent success. In 1789 an act was passed declaring the former to be altogether unjust, and restoring the trustees of the college then surviving to all their former rights and properties, only exempting the University from accountability for income rightly expended in lawful purposes. This was after Franklin's return, and doubtless largely owing to his influence. In 1791 the wretched struggle for existence of the two separate schools was ended by an amicable union, each contributing twelve members of its board to form a new one, which was then incorporated and vested with the rights and properties of each, under the name "The Trustees of the University of Pennsylvania." The Governor of the State was *ex officio* the president of the board. The faculties of arts and medicine were, as far as possible, taken equally from the former faculties, but enough of the old spirit of opposition to Dr. Smith prevailed to prevent his being, as he had the right to be, made professor and elected provost. He was quietly disposed of by the grant for one year of the provost's house, the settlement of debts due him, and the grant of one hundred pounds per annum for life. Dr. John Ewing was elected provost, and Dr. John Andrews vice-provost. It would be impossible in this brief sketch to give in detail the succession of able professors and provosts whose labors sustained and increased the reputation of the University, and the reader is referred for the succession of the latter to the list appended to this article. For a few years the old premises on Fourth Street, several times enlarged and improved, continued to suffice for the needs of the college, but it soon became evident that, with the increased ability of the community to maintain liberal education, larger accommodations would be needed.

In 1791 the Legislature of Pennsylvania purchased the property extending from Chestnut to Market Streets, and from Ninth Street west one hundred and fifty-two feet, and proceeded to erect thereon a house for the President of the United States, Philadelphia being then the seat of government, and Washington in the Presidential chair. By the time the spacious and substantial edifice was completed, at a cost of nearly one hundred thousand dollars, Mr. Adams had become President. When the building was finished it was tendered by Governor Mifflin, by direction of the Legislature, to President Adams at a fair rental. Mr. Adams declined the offer, and the State was left with the property on its hands. In 1800 the property was offered at public sale on the steps of the old London Coffee-House, at Front and Market Streets (taken down in 1883), and was purchased by the University for the sum of forty-one thousand six hundred and fifty dollars, less than half its original cost. As an illustration of the advance made in the value of real estate in three-quarters of a century, it may be here stated that in 1874 the property was sold to the United States government for five hundred thousand dollars, as a site for the erection of the new post-office building. A part of the Fourth Street property was sold to enable the trustees to purchase the new property, and after extensive alterations the schools were removed to their new

quarters in 1802. In 1829 the President's house was taken down altogether, and two plain but symmetrical buildings erected on the somewhat extensive lot of ground, leaving a broad middle space between them, —one for the collegiate and one for the medical department,—and in these they prospered and flourished until the present property in West Philadelphia was acquired, and buildings suited to the greatly-enlarged needs of the several departments were there erected. During all these years there was a slow but steady progress in the direction of enlarged facilities and a wider range of instruction. Until 1810 the course of study in the department of arts covered three years, and the classes were styled senior, junior, and freshman. In that year the course was extended to four years, and the additional class thus created was called the sophomore. From time to time experiments were made in the establishment of new chairs or new departments, some of which failed to meet the expectation of their projectors, and were finally abandoned; but every experiment was suggestive of and leading to the wise classification of studies and establishment of definite courses which has at last been reached, with a certainty of the correctness of the general scheme and ample provision for the enlargement of each as necessity shall arise. The steps by which permanent results have been attained may be indicated by the following account of the establishment of the various departments now existing.

The department of arts begins, of course, with the charter erecting the academy into a college, and its history is coeval throughout with that of college and university.

The department of medicine was suggested by Dr. William Shippen, who had privately been instructing pupils in anatomy as early as 1762, but it was not until the return to this country of Dr. John Morgan, one of the first graduates of the college, who had pursued an extensive course of medical studies in Europe, that the project was carried into effect. In 1765 the department was formally organized, with Dr. Morgan as its efficient head, and the first medical commencement was held June 21, 1768, when the degree of Bachelor of Medicine was conferred upon ten gentlemen, the first medical graduates in America. Under the succession of distinguished men who, for more than a century, have made Philadelphia illustrious as a centre of medical learning, this department has ever maintained the foremost place among the institutions for medical education in this country. Rival schools have grown up around it, and in some years even exceeded it in the number of graduates sent forth, but have never obtained the reputation and standing of the University. In recent years radical changes in the system of teaching, the introduction of many subordinate subjects of instruction under skillful specialists, vastly enlarged facilities for laboratory work, and a marked increase both in the requirements for entrance on the course, as well as in the length of the course, were found necessary, and all these made to coincide with the acquisition of the ample and well-equipped buildings erected on the new grounds in West Philadelphia. Not only has the department kept pace with the developments of medical science in its own growth, it has been the efficient cause of the creation of the auxiliary dental, hospital, and veterinary departments, each of which will be mentioned in due order.

The department of law originated in 1790, when James Wilson was elected professor of Law, an office in which he was confirmed on the establishment of the University, but met with so little encouragement that for many years it was completely dormant. In 1817 it had a brief revival under Professor Charles W. Hare, and then again ceased to have active existence until 1850, when it was revived by the late Chief Justice Sharswood, under whom it grew rapidly into importance.

As now organized, it is a most efficient and useful school of law, and its graduates are recognized by the courts of Philadelphia as competent for admission to the bar.

The auxiliary department of medicine was founded in 1865 through the liberality of Dr. George B. Wood, who provided for its maintenance during his lifetime and its endowment after his death. It gives instruction in branches collateral to the study of medicine, not included in any regular medical course, and yet believed to be of the highest importance to the thorough education of the physician. Its teaching is so distributed as to supplement and harmonize with both the curriculum in medicine and several of the courses in the Towne Scientific School.

The department of science is the outgrowth of various experiments made for the purpose of engrafting modern science upon the old curriculum of arts. For many years it sufficed that chairs of mathematics, physics, and chemistry should exist in the department of arts. But the vast growth of the physical sciences, and the demands of the age for special teaching in them, led to the establishment of first a school of natural science, then of a school of mines, and finally to a more comprehensive scheme, under the name of the department of science. A large endowment having been provided for this department by the will of the late John Henry Towne, in 1872 the name "Towne Scientific School" was conferred upon it. Its course was extended to the period of five years, and at the expiration of the second the student is required to elect one out of six parallel courses in the various subdivisions of science, to which his attention will be given for the remaining three. These courses are: I. Analytical and Applied Chemistry and Mineralogy; II. Geology and Mining; III. Civil Engineering; IV. Mechanical Engineering; V. Drawing and Architecture; VI. Studies preparatory to the Study of Medicine. It will be seen that this system may be indefinitely increased as the fields of science

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are further explored, and their thorough culture may demand exclusive attention.

The department of music was established in 1877, and is a school for advanced students who desire to add to the mere ability to read and perform music a scientific acquaintance with harmony and counterpoint. The preparation of an original musical composition, as well as a rigid examination on the principles of music, are essential to graduation as Bachelor of Music. The school has never been large, but its graduates have given proof of its efficiency in teaching the profounder branches of musical study.

The department of dentistry, established in 1878, was a necessary outgrowth of the development of oral science as collateral with that of medicine. Closely connected with the medical school, it derives immense advantages from the association, and stands relatively as high in the estimation of the profession. Its facilities both for theoretical and practical training are probably unequaled, and its spacious lecture- and laboratory-rooms are occupied by a large and flourishing school.

UNIVERSITY OF PENNSYLVANIA.

The department of finance and economy, founded by Joseph Wharton in 1881, bears his name. Its purpose is to give a thorough general and professional training to young men who intend to engage in business, to manage property, to prepare for the profession of law or journalism, or to engage in public service. Its aim is to treat as a science the great principles which underlie practical business and politics, and to fit young men by a definite training for these most important careers. Its staff of professors are men of national reputation, and it bids fair to largely advance the fame of the University through the influence of its graduates in their chosen sphere. It may here be remarked that the University library possesses the most complete collection of works on finance and political economy that is known to exist.

The department of philosophy, organized in 1882, is intended to embrace post-graduate instruction in literature and science. Its faculty is composed of the principal professors of the other departments, and its studies properly begin about where they end. Its students may or may not be in attendance at the University; its requirements are necessarily very high, and its degree is conferred only after rigid examination in the more advanced studies.

The department of veterinary medicine, the last established, is another outgrowth of the original medical school. Long ago Dr. Rush predicted and hoped for its establishment, and when this was accomplished, after the lapse of nearly a century, one of his descendants was appointed as its head. Its aim is to give a thorough and scientific education in veterinary medicine. Like the dental school, its close connection with the medical department gives it unusual advantages, while its own buildings and grounds, of admirable construction and ample equipment, give every facility for thorough work in veterinary surgery, forging, and the care of domestic animals.

In 1883 the four departments of arts, science, music, and finance were consolidated under the name of "The College Department," the united faculties forming one governing body, while each school retains its distinctive formation. A large part of the early work in each is identical with that of the others, and at the end of the second year the studies diverge into the special lines which fit for the degrees conferred by the particular school.

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From its very beginning the University has provided for the free tuition of a certain number of deserving students, and such scholarships, with the exception of two which belonged originally to the Penn family, and were by them vested in the Governor, were awarded as occasion demanded and the ability of the trustees warranted. In 1870, when it was resolved to transfer the University to West Philadelphia, a tract of ten and a half acres was granted by the city, on which were erected the present college buildings, except that of the veterinary department. In 1872 the city granted additional ground, amounting to five and a half acres, for the erection of the hospital, to be hereafter described. In 1882 application was made for more ground, in view of the future growth of the institution, and the City Councils granted thirteen acres more for the consideration of the payment of ten thousand dollars, and the maintenance forever of fifty free scholarships, of the annual value of seven thousand five hundred dollars, for the use of graduates of the public schools of Philadelphia. By this wise arrangement the common school system of the commonwealth is not only brought into direct relation to the University, but the ablest and most deserving students of these schools can win and hold as a right, and not as a charity, a full opportunity for the higher education. The whole amount of property thus held by the University in West Philadelphia amounts to twenty-seven acres, enough to suffice for its probable growth for many years. When we add that it adjoins on one side the beautiful Woodland Cemetery, and on another the spacious grounds which the city has determined to reserve for its Municipal Hospital on the removal of the almshouse to another site, it will be seen that a most important breathing area, almost equivalent to a public park, is added to the advantages of that part of the city.

An integral part of the University, although not classed as a department, is a magnificent hospital. As soon as it was decided to remove the medical department to the new site, it was felt that the University should have a hospital of its own. A committee was appointed to carry the design into effect, and for several years its members worked with a diligence beyond all praise to secure the success of their mission. As before stated, the city granted the necessary ground. The Legislature voted the sum of two hundred thousand dollars on condition that two hundred and fifty thousand dollars additional should be subscribed and that fifty free beds should be forever maintained.

On June 4, 1874, the main building and west pavilion were formally opened, and since that date the hospital has been in active operation. The plan adopted is such that as the means are available a series of pavilions, connected by corridors, will be erected along the whole of the Spruce Street front, a length of seven hundred feet, giving ample room for an exceedingly large hospital. In 1883 an additional pavilion was built to the westward through the liberality of Mr. Henry C. Gibson, known as the ward for chronic diseases, and devoted to those incurable cases which cannot be received in general hospitals. What is now seen is, therefore, only the centre, and two extensions on one side, of what is intended to be ultimately a noble pile of buildings. The interior plans are of the latest and most approved construction, and every essential to health, safety, and cleanliness has been provided in these model buildings. The architect, Professor T. W. Richards, who also designed the Arts and Science and Medical Halls, was aided in his labors by the advice of the most experienced physicians and hospital managers, and his plans have met with the highest approval. The hospital is always taxed to the utmost of its accommodation, and both it and the adjacent Municipal Hospital afford most valuable fields for clinical instruction to the students of the University.

It is impossible within the necessary limits of an article like this to make mention of the able and eminent men through whose devotion as trustees and professors the University has done the work and maintained its reputation for one hundred and thirty years. The appended lists of officers mention some of their names, which will be recognized as among Philadelphia's most illustrious sons. The same appendices will give some idea of the condition of the University in 1884, and will show that the present management of this venerable institution is not unworthy of its trust, and that the city and the State have just reason for pride in the University of Pennsylvania:

TRUSTEES OF THE UNIVERSITY.

Founders, 1749.

James Logan.	Robert Strettle.
Thomas Lawrence.	Philip Syng.
William Allen.	Charles Willing.
John Inglis.	Phineas Bond.
Tench Francis	Richard Peters.
William Masters.	Abraham Taylor.
Lloyd Zachary.	Thomas Bond.
Samuel McCall, Jr.	Thomas Hopkinson.
Joseph Turner.	William Plumsted.
Benjamin Franklin.	Joshua Maddox.
Thomas Leech.	Thomas White.
William Shippen.	William Coleman.

Elected from Foundation to 1779.

Isaac Norris.	John Lawrence.
Thomas Cadwalader.	John Allen.
James Hamilton.	Isaac Jones.
Alexander Stedman.	Richard Penn.
John Mifflin.	Samuel Powell.
Benjamin Chew.	Thomas Mifflin.
Edward Shippen, Jr.	William White.
William Coxe.	James Tilghman.
Thomas Willing.	Robert Morris.
Jacob Duché, Jr.	Francis Hopkinson.
Lynford Lardner.	George Clymer.
Amos Strettle.	Alexander Wilcocks.
Andrew Elliott.	John Cadwalader.
John Redman.	James Wilson.
John Penn.	

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Elected from March 6, 1789.

Thomas Fitzsimons.
Henry Hill.
Robert Blackwell.
Samuel Miles.
William Bingham.
William Lewis.
John Nixon.
Robert Hare.
Caspar Wistar.
Richard Peters.
Edward Burd.
David H. Conyngham.

Under the University Charter of 1779.

Joseph Reed.
William Moore.
John Bayard.
Thomas McKean.
Francis Hopkinson.
Jonathan D. Sergeant.
John Ewing.
John Christopher Kunze.
Casparus Weiberg.
William Shippen.
Frederick Muhlenberg.
James Searle.
William Augustus Atlee.
Timothy Matlack.
David Rittenhouse.
Jonathan Bayard Smith.
George Bryan.
Thomas Bond.
James Hutchinson.
William White.
Ferdinand Farmer.
Samuel Morris.
James Sproat.
J. C. H. Helmuth.
John Evans.
Geraldus Clarkson.
William Bradford.
James Potter.
John Dickinson.
James Ewing.
George Gray.
Thomas Ustick.
Frederick Kuhl.
Charles Biddle.
Robert Molyneux.
James Irvine.
Charles Pettit.
Samuel Miles.
Jared Ingersoll.
Nicholas Collin.
Francis Beaston.
David Jackson.
John Bleakley.
George Fox.

At the Union, Nov. 16, 1791.

Thomas McKean.
Charles Pettit.
James Sproat.
Frederick Kuhl.
John Bleakley.
John Carson.
Jonathan Bayard.
David Rittenhouse.
Jonathan D. Sergeant.
David Jackson.
James Irvin.
Jared Ingersoll.
William White.
Robert Blackwell.
Edward Shippen.
William Lewis.
Robert Hare.
Samuel Powell.
David H. Conyngham.
William Bingham.
Thomas Fitzsimons.
George Clymer.
Edward Burd.
Samuel Miles.

Elected Since.

Edward Tilghman, 1794.
Joseph B. McKean, 1794.
Alexander James Dallas, 1794.
Joseph Ball.
William Rawle, 1796.
Benjamin R. Morgan, 1797.
Samuel M. Fox, 1800.
Thomas M. Willing, 1800.
William Tilghman, 1802.
Moses Levy, 1802.
John T. Mifflin, 1802.
John H. Brinton, 1806.
James Gibson, 1806.
J. Redman Coxe, 1806.
Anthony Morris, 1806.
Horace Binney, 1806.
Joseph Hopkinson, 1806.
William Meredith, 1809.
Benjamin Chew, 1810.
Robert Waln, 1811.
George Fox, 1812.
John Sergeant, 1813.
Thomas W. Francis, 1813.
James P. Wilson, 1813.
Thomas Cadwalader, 1816.
Stephen Peter Du Ponceau, 1818.
Zaccheus Collins, 1818.
Nicholas Biddle, 1818.
Thomas Duncan, 1819.
Charles Chauncey, 1819.
Joseph R. Ingersoll, 1822.
Philip F. Mayer, 1824.
Jacob J. Janeway, 1826.
William H. Delancey, 1826.
Philip H. Nicklin, 1827.
Henry U. Onderdonk, 1828.
Robert Walsh, Jr., 1828.
John C. Lowber, 1828.
Thomas H. Skinner, 1828.
Thomas McAuley, 1831.
James S. Smith, 1831.
Edward Shippen Burd, 1831.
John Keating, 1833.
George Vaux, 1833.
William H. Delancey, 1833.
Albert Barnes, 1834.
John M. Scott, 1834.
William Rawle, Jr., 1836.
Henry Baldwin, 1836.
Samuel Breck.
Robert M. Patterson, 1836.
Hartman Kuhn, 1836.
Benjamin W. Richards, 1836.
Lewis Waln, 1837.
Thomas Biddle, 1837.
Thomas I. Wharton, 1837.
Robert Ralston, 1838.
Benjamin W. Dorr, 1839.
George W. Bethune, 1839.
George M. Wharton, 1841.
Tobias Wagner, 1841.
Thomas Sergeant, 1842.
Edwin S. Burd, 1842.
William M. Meredith, 1842.
Henry J. Williams, 1844.
Henry J. Morton, 1844.
Alonzo Potter, 1848.
R. C. Demmé, 1851.
Réné La Roche, 1852.
John C. Cresson, 1852.
Henry D. Gilpin, 1853.
Oswald Thompson, 1853.
Frederick Fraley, 1853.
Benjamin Gerhard, 1854.
Horace Binney, Jr., 1856.
Stephen Colwell, 1856.
Henry A. Boardman, 1858.
James I. Clark Hare, 1858.
Adolph E. Borie, 1858.
David Lewis, 1858.
Charles W. Schaeffer, 1858.
William Strong, 1860.
Samuel Powell, 1860.
Mordecai L. Dawson, 1860.
John Welsh, 1861.
Peter McCall, 1861.
George B. Wood, 1863.
Alexander Henry, 1864.
William Bacon Stevens, 1865.
Charles P. Krauth, 1865.
John Ashhurst, 1865.
Charles E. Lex, 1866.
William Sellers, 1868.
Nathaniel B. Browne, 1869.
Richard Newton, 1869.
Eli K. Price, 1869.
J. Vaughan Merrick, 1870.
Fairman Rogers, 1871.
Henry C. Lea, 1871.
Elias R. Beadle, 1872.
George Sharswood, 1872.
Richard Wood, 1873.
John Henry Towne, 1873.
S. Weir Mitchell, 1875.
George Whitney, 1875.
Joshua B. Lippincott, 1876.
Charles C. Harrison, 1876.
James H. Hutchinson, M.D., 1878.
Rev. George Dana Boardman, D.D., 1879.
William Hunt, M.D., 1879.
Horace Howard Furness, LL.D., 1880.
Wharton Barker, 1880.
Samuel Dickson, 1881.
George Tucker Bispham, 1884.

PROVOSTS.

William Smith, D.D., 1754–79.
John Ewing, D.D., 1779–1802.
John McDowell, D.D., LL.D., 1806–10.
John Andrews, D.D., 1810–13.
Frederick Beasley, D.D., 1813–28.
William Heathcote Delancey, D.D., 1828–34.
John Ludlow, D.D., 1834–53.
Henry Vethake, LL.D., 1854–68.
Daniel R. Goodwin, D.D., 1860–68.
Charles Janeway Stillé, LL.D., 1868–81.
William Pepper, M.D., LL.D., 1881.

VICE-PROVOSTS.

Francis Allison, D.D., 1755–77.
David Rittenhouse, LL.D., 1779–82.
Samuel Magaw, D.D., 1782–91.
John Andrews, D.D., 1791–1810.
Robert Patterson, LL.D., 1810–13.
Robert M. Patterson, A.M., M.D., 1813–28.
Robert Adrian, LL.D., 1828–34.
Samuel B. Wylie, D.D., 1834–45.
Henry Vethake, LL.D., 1845–54.
John Fries Frazer, LL.D., 1855–65.
Charles Porterfield Krauth, D.D., 1872–83.
E. Otis Kendall, LL.D., 1883.

OFFICERS FOR 1884.

Provost of the University, William Pepper, M.D., LL.D., president *pro tempore* of the board of trustees; Trustees, the Governor of Pennsylvania (*ex officio* president of the board), Rev. Henry J. Morton, D.D., Frederick Fraley, LL.D., Rev. Charles W. Schaeffer, D.D., John Welsh, LL.D., Rt. Rev. William Bacon Stevens, D.D., LL.D., John Ashhurst, William Sellers, Rev. Richard Newton, D.D., Eli K. Price, LL.D., J. Vaughan Merrick, Fairman Rogers, Richard Wood, S. Weir Mitchell, M.D., George Whitney, Joshua B. Lippincott, Charles C. Harrison, James H. Hutchinson, M.D., Rev. George Dana Boardman, D.D., William Hunt, M.D., Horace Howard Furness, LL.D., Wharton Barker, Samuel Dickson; Rev. Jesse Y. Burk, secretary; Wharton Barker, treasurer.

Officers of Instruction and Government.—William Pepper, M.D., LL.D., provost of the University; E. Otis Kendall, LL.D., vice-provost; Joseph Leidy, M.D., LL.D., professor of Anatomy; Henry H. Smith, M.D., emeritus professor of Surgery; Francis A. Jackson, A.M., professor of the Latin Language and Literature; E. Otis Kendall, LL.D., Thomas A. Scott, professor of Mathematics; J. Peter Lesley, LL.D., professor of Geology and Mining; P. Pemberton Morris, A.M., professor of Practice, Pleading, and Evidence at Law and in Equity; Richard A. F. Penrose, M.D., LL.D., professor of Obstetrics and of the Diseases of Women and Children; Alfred Stillé, M.D., LL.D., professor of the Theory and Practice of Medicine, and of Clinical Medicine; Harrison Allen, M.D., professor of Physiology; Horatio C. Wood, M.D., LL.D., professor of Materia Medica, Pharmacy, and General Therapeutics, and clinical professor of Nervous Diseases; John J. Reese, M.D., professor of Medical Jurisprudence, including Toxicology; Charles J. Stillé, LL.D., emeritus John Welsh Centennial professor of History and English Literature; Oswald

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Seidensticker, Ph.D. (Göttingen), professor of the German Language and Literature; John G. R. McElroy, A.M., professor of Rhetoric and the English Language; J. I. Clark Hare, LL.D., professor of the Institutes of Law, including, *inter alia*, International, Constitutional, Commercial, and Civil Law; D. Hayes Agnew, M.D., LL.D., John Rhea Barton professor of Surgery, and professor of Clinical Surgery; Rev. Robert E. Thompson, A.M., John Welsh Centennial professor of History and English Literature, professor of Social Science, and librarian; Frederick A. Genth, Ph.D. (Marburg), professor of Chemistry and Mineralogy; Samuel B. Howell, M.D., professor of Mineralogy and Geology; George F. Barker, M.D., Ph.B., professor of Physics; E. Coppée Mitchell, LL.D., professor of the Law of Real Estate and Conveyancing and of Equity Jurisprudence; Lewis M. Haupt, A.M., C.E., professor of Civil Engineering; William Pepper, M.D., LL.D., professor of Clinical Medicine; William Goodell, M.D., professor of Clinical Gynæcology; William F. Norris, M.D., clinical professor of Diseases of the Eye; George Strawbridge, M.D., clinical professor of Diseases of the Ear; James Parsons, A.M., professor of Personal Relations and Personal Property; Thomas W. Richards, A.M., professor of Drawing and Architecture; George A. Koenig, Ph.D. (Heidelberg), assistant professor of Chemistry; Samuel P. Sadtler, Ph.D. (Göttingen), assistant professor of Chemistry; James Tyson, M.D., professor of General Pathology and Morbid Anatomy; Louis A. Duhring, M.D., clinical professor of Skin Diseases; Hugh A. Clarke, professor of the Science of Music; Rev. Frederick A. Muhlenberg, D.D., professor of the Greek Language and Literature; Jos. T. Rothrock, M.D., B.S., professor of Botany; Wm. D. Marks, Ph.B.; C. E. Whitney, professor of Dynamical Engineering; Theodore G. Wormley, M.D., LL.D., professor of Chemistry and Toxicology; John Ashhurst, Jr., M.D., professor of Clinical Surgery; Otis H. Kendall, A.M., assistant professor of Mathematics; Joseph G. Richardson, M.D., professor of Hygiene; Charles J. Essig, M.D., D.D.S., professor of Mechanical Dentistry and Metallurgy; Edwin T. Darby, M.D., D.D.S., professor of Operative Dentistry and Dental Histology; Andrew J. Parker, M.D., Ph.D., professor of Comparative Anatomy and Zoology; Henry W. Spangler, assistant engineer U.S.N., assistant professor of Dynamical Engineering; Morton W. Easton, Ph.D., professor of Comparative Philology; James Truman, D.D.S., professor of Dental Pathology, Therapeutics, and Materia Medica; Frederick A. Genth, Jr., M.S., assistant professor of Chemistry; Albert S. Bolles, Ph.D., professor of Mercantile Law and Practice; Rush Shippen Huidekoper, M.D., V.S. (Alfort), professor of Veterinary Anatomy and Pathology; Edmund J. James, Ph.D. (Halle), professor of Finance and Administration; John Bach McMaster, A.M., professor of American History; George Tucker Bispham, A.M., professor-elect of Practice, Pleading, and Evidence at Law and in Equity; Robert Meade Smith, M.D., professor of Comparative Physiology; Charles T. Hunter, M.D., demonstrator of Anatomy and assistant surgeon in University Hospital; Roland G. Curtin, M.D., lecturer on Physical Diagnosis, and assistant physician in University Hospital; Charles K. Mills, M.D., lecturer on Mental Diseases; Samuel D. Risley, M.D., instructor in Ophthalmology and Ophthalmological Surgery in University Hospital; De Forrest Willard, M.D., lecturer on Orthopædic Surgery; J. William White, M.D., demonstrator of Surgery and lecturer on Venereal Diseases, and assistant surgeon in University Hospital; Benjamin F. Baer, M.D., demonstrator of Clinical Gynæcology; Elliott Richardson, M.D., lecturer on Clinical and Operative Obstetrics and demonstrator of Operative Obstetrics; Adolph W. Miller, M.D., lecturer on Materia Medica and Pharmacy and demonstrator of Practical Pharmacy; John Marshall, M.D., Nat.Sc.D. (Tübingen), demonstrator of Practical Chemistry; William Barton Hopkins, M.D., assistant demonstrator of Surgery; George A. Piersol, M.D., demonstrator of Normal Histology; Henry F. Formad, M.D., demonstrator of Pathological Histology and of Morbid Anatomy, lecturer on Experimental Pathology, and librarian of the Stillé Medical Library; Walter M. L. Ziegler, M.D., instructor in Otology and Aural Surgery in University Hospital; Carl Seiler, M.D., instructor in Laryngology; Edward T. Bruen, M.D., demonstrator of Clinical Medicine and assistant physician in University Hospital; Albert L. A. Toboldt, M.D., assistant demonstrator of Practical Pharmacy; Harry R. Wharton, M.D., demonstrator of Clinical Surgery and assistant demonstrator of Surgery; Richard H. Harte, M.D., assistant demonstrator of Surgery and Anatomy and assistant surgeon in University Hospital; Robert Huey, D.D.S., lecturer on Operative Dentistry; William Diehl, D.D.S., demonstrator of Operative Dentistry; Louis Starr, M.D., instructor in Diseases of Children, assistant physician in University Hospital; John B. Deaver, M.D., demonstrator of Osteology and Syndesmology and assistant demonstrator of Anatomy; Francis X. Dercum, M.D., instructor in Nervous Diseases; Thomas R. Neilson, M.D., assistant demonstrator of Anatomy; Edmund W. Holmes, M.D., assistant demonstrator of Anatomy; William M. Gray, M.D., assistant demonstrator of Normal Histology; Edward T. Reichert, M.D., demonstrator of Experimental Therapeutics; William A. Edwards, M.D., assistant demonstrator of Clinical Medicine; Judson Daland, M.D., assistant demonstrator of Clinical Medicine; N. Archer Randolph, M.D., assistant demonstrator of Physiology and instructor in Physiology; Edwin S. Crawley, B.S., instructor in Civil Engineering; William L. Cave, D.D.S., demonstrator of Mechanical Dentistry; Stephen L. Wiggins, D.D.S., assistant demonstrator of Operative Dentistry; J. Judson Edwards, D.D.S., assistant demonstrator of Mechanical Dentistry; Rev. George S. Fullerton, A.M., B.D., instructor in Intellectual and Moral Philosophy; Henry F. Keller, B.S., assistant in Chemistry; Lieut. Joseph B. Murdock, U.S.N., assistant in Physics; Chester N. Farr, instructor in the Theory and Practice of Accounting; Frederick C. Sheppard, M.D., assistant gynæcologist; Henry A. Wasmuth, E.M., assistant in Geology and Mining; George E. Shoemaker, M.D., assistant demonstrator of Physiology; J. Hendrie Lloyd, M.D., instructor in Electro-Therapeutics; A. Sydney Roberts, M.D., instructor in Orthopædic Surgery; J. P. Crozer Griffith, M.D., assistant demonstrator of Normal Histology; George E. De Schweinitz, M.D., prosector to the professor of Anatomy; Horace F. Jayne, M.D., assistant instructor in Biology; Henry W. Stelwagon, M.D., instructor in Dermatology; John B. Webster, clerk to the college faculty; William H. Salvador, clerk to the faculty of medicine.

RECAPITULATION.

PROFESSORS, LECTURERS, AND INSTRUCTORS.

College department	31
Department of medicine, including hospital service	105
" " " (auxiliary faculty)	5
" " dentistry	26
" " veterinary medicine	10
" " law	6
" " philosophy	15
Emeritus professors	2
	200
Repeated	68
	132

STUDENTS.

College department	416
Department of medicine	386
" " " (auxiliary faculty)	43
" " dentistry	88
" " law	101
	1034
Repeated	34
Total	1000

Girard College.—The founder of this institution was Stephen Girard, mariner, merchant, and banker, who left by his will two million dollars for its erection and endowment. Mr. Girard died on the 26th of December, 1831. As soon as Timothy Paxson, Thomas P. Cope, Joseph Roberts, William J. Duane, and John A. Barclay, his executors, had advanced sufficiently far in the settlement of his large estate to authorize the undertaking, the Councils of Philadelphia, who were selected by Mr. Girard as his trustees, took the necessary steps to carry out his intentions. Accordingly, on the 11th of February, 1833, they elected a board of directors to superintend the organization and management of the college in conformity with his will. This board, which consisted of the most prominent citizens of the city, organized on the 18th of the same month by the election of Nicholas Biddle as chairman, and immediately entered upon the discharge of their duties. As the ordinance creating a board of directors conferred no power with regard to the construction of an edifice for the college, the Councils, on the 21st of March, appointed a sub-committee of their body, to be called the building committee, who, with eight members of the board of directors

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and the architect, were instructed to prepare a plan for the college building.

The joint committee met on the 18th of April, 1833, and, after due examination, determined that the designs which had previously been received from all parts of the United States in competition for the premium offered should be set aside, and Thomas U. Walter, who had been elected the architect, was instructed to prepare a plan of the main building, with a portico extending around the entire structure, and conforming in the dimensions and form of the cella or body of the building, to the directions laid down in the will of Mr. Girard. The design prepared by this gentleman, substantially the present edifice, was approved by Councils on the 29th of April, and excavations for the foundations having been commenced on the 6th of May following, the corner-stone of the college was laid with fitting ceremonies on the 4th of July, 1833. The main edifice and out-buildings were completed and transferred to the directors on the 13th of November, 1847, making fourteen years and six months as the entire period occupied in the execution of the work.

GIRARD COLLEGE.

The total amount expended for this construction, not including the western out-buildings, which have since been erected, was $1,933,821.78.

The general design of the main building is that of a Greek temple, having eight columns on each end and eleven on each side, counting the corner columns both ways, making in all thirty-four columns. The order of architecture in which the exterior is composed is the Grecian Corinthian. The columns are six feet in diameter and fifty-five feet in height, the bases are nine feet three inches in diameter and three feet two inches high, and the capitals are eight feet six inches high and nine feet four inches wide on the face of the abacus. The corner columns have one and one-half inches more diameter than the intermediate ones, for the purpose of overcoming the apparent reduction in their size arising from their insulated position. Each frustum composing the shafts, as well as the bases, consists of a single piece without vertical joints.

The exterior of the cella or body of the building measures one hundred and eleven feet wide, one hundred and sixty-nine feet long, and fifty-nine feet eight inches high, including the architrave, which corresponds with that of the peristyle.

The building is three stories in height, the first and second stories being twenty-five feet from the floor, and the third story being thirty feet in the clear to the eye of the dome. Each story is divided, as directed by the will, into four rooms, each fifty feet square in the clear. All the outside foundation walls of the cella, and the walls separating the cellars under the rooms from those under the vestibules, are six feet four inches thick, and the rest of the interior foundation walls are three feet four inches thick. The thickness of the wall for supporting the columns is nine feet nine inches, and the intercolumniations, as well as all other openings, are counter-arched with bricks. The outside walls of the superstructure and the interior vestibule walls are four feet in thickness, and the rest of the interior walls three feet. All the rooms and vestibules in the building are vaulted with bricks, those of the basement, first and second stories with groin-arches, and those of the third story with pendentive domes springing from the floors.

The superstructure rests on a stylobate or basement, consisting of eleven steps, which extend around the

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entire edifice, thus imparting a pyramidal appearance to the substructure, which conveys an idea of great solidity, and at the same time affords an approach to the peristyle from all sides.

The roof is composed of marble tiles, and the ceiling of the peristyle entirely of cast iron. The flooring of the interior of the building amounts in the aggregate to thirty-eight thousand one hundred and thirty superficial feet, all of which is done with marble tiles. The area on which the building stands, exclusive of the steps, measures thirty-four thousand three hundred and forty-four superficial feet, of which twelve thousand eight hundred and sixty-two feet are occupied by the walls.

The following materials were used in the construction of the main building:

	Tons.
177,168 cubic feet of marble, weighing	13,537
21,366 cubic feet of granite, weighing	1,717
25,139 flooring tiles, weighing	409
12,134,980 bricks, weighing	27,087
12,495 perches of building stone, weighing	19,635
Wrought iron for bands, cramps, etc., weighing	134
Cast iron in ceiling of portico, weighing	142½
Cast iron in water-pipes, weighing	18
Cast iron in sky-lights and inner rims, weighing	18½
Milled lead for gutters and setting marble, and lead for cramping, weighing	48½
53,720 bushels of lime, weighing	1,431
50,224 bushels of river-sand, weighing	3,292
133,646 bushels of pit-sand, weighing	8,759
4,200 bushels of hydraulic cement, weighing	250
Locks, fastenings, glass, lumber in doors and windows, etc., weighing about	116
Making the aggregate weight of the building	76,594½

Mr. Girard directed that at least four out-buildings, detached from the main edifice and from each other, should be erected, which buildings he ordered should be sufficiently spacious for the residence and accommodation of at least three hundred scholars, and the requisite teachers and other persons necessary in such an institution.

In compliance with this provision of the will, before the year 1861, five out-buildings had been constructed. In 1877–78, the primary school building and the chapel were erected, at an expenditure of $348,030. In 1880–82, a dining-room for 800 boys and sleeping apartments for 230 were provided, at a cost of $201,804. Mechanical hall, which is in course of completion at a cost of $45,000, will be ready for occupancy May 1, 1884.

It had been the original intention of Mr. Girard that the college buildings should occupy his square of ground comprehended within the limits of Market and Chestnut and Eleventh and Twelfth Streets in the city proper. But becoming afterward by purchase the possessor of the farm of Peel Hall, on the Ridge road, he chose the latter as the more desirable site, and it is here that the college has finally been established.

During the progress of the main building an unsuccessful effort was made by the next of kin to Mr. Girard, to defeat the intentions of the testator, by alleging that the institution was illegal and immoral, and by laying claim to the fund appropriated for its establishment. Although not specifically set forth in the bill of complaint, yet the following portion of Mr. Girard's will was relied upon as a most important portion of the argument to invalidate the intentions of the testator:

"I enjoin and require that no Ecclesiastic, Missionary, or minister of any sect whatsoever, shall ever hold or exercise any station or duty whatever in the said College; nor shall any such person ever be admitted for any purpose, or as a visitor, within the premises appropriated to the purposes of the said college. In making this restriction, I do not mean to cast any reflection upon any sect or person whatsoever; but as there is such a multitude of sects, and such a diversity of opinion amongst them, I desire to keep the tender minds of the orphans, who are to derive advantage from this bequest, free from the excitement which clashing doctrines and sectarian controversy are so apt to produce; my desire is, that all the instructors and teachers in the College, shall take pains to instil into the minds of the scholars, the purest principles of morality, so that, on their entrance into active life they may from inclination and habit, evince benevolence toward their fellow creatures, and a love of truth, sobriety, and industry, adopting at the same time such religious tenets as their matured reason may enable them to prefer."

It was objected that the foundation of the college upon these principles and exclusions was derogatory and hostile to the Christian religion, and was void, as being against the common law and public policy; first, because of the exclusion of all ecclesiastics, missionaries, and ministers of any sect, and, secondly, because it limits the instruction to be given to the scholars to pure morality and general benevolence, and to a love of truth, sobriety, and industry, thereby excluding by implication all instruction in the Christian religion. The cause was first argued before the Supreme Court at January term 1843 by Mr. Stump and Mr. Jones of Washington on behalf of the Girard heirs, and by Mr. Sergeant for the city; but the judges thinking that it was proper to rehear the cause before a fuller court, a reargument was ordered, and took place at January term, 1844, where Gen. Walter Jones and Daniel Webster appeared for the complainants, and Horace Binney and John Sergeant for the city and executors.

The unanimous decision of the court was delivered by Justice Story, establishing in an elaborate opinion that the trust and charity were valid and legal, and that there was nothing in the devise creating the college, or in the regulations and restrictions contained therein, which is inconsistent with the Christian religion or opposed to any known policy of the State.

During the progress of the building, the board of directors deemed it advisable to select a presiding officer of the institution in advance of its organization, who would prepare a system of discipline and instruction for the college in anticipation of its speedy completion. Having obtained the necessary authority from Councils, they accordingly, on the 19th of July, 1836, elected Alexander Dallas Bache, of the city of Philadelphia, the first president of the college, with instructions to visit similar institutions in Europe, and to procure such books and apparatus as should be needed in its organization. Upon the return of President Bache, in 1838, efforts were made by the board to establish schools preparatory to the completion of

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the college, which it was now found would require several years to finish; but in consequence of the opinion of competent legal authority that the organization of the institution before the completion of the buildings would be in violation of the will, the requisite permission was not granted.

Soon after this period, difficulties arose between Councils and the directors, which resulted ultimately in the repeal both of the ordinance creating the board, and that authorizing the election of a president.

From this period until its completion the building committee continued to have charge of the erection of the college, and in June, 1847, the edifice being then nearly finished, a new board of directors was again appointed to organize and manage the institution.

The buildings were formally transferred to the directors on the 13th of November, 1847; on the 15th of December following, the necessary officers and agents were elected, the Hon. Joel Jones, then president judge of the District Court for the city and county of Philadelphia, being selected as the president, and on the 1st of January, 1848, the college was opened with fitting ceremonies, with a class of one hundred orphans who had been previously admitted. On the 1st of October of the same year, one hundred additional boys were introduced, and on the 1st of April of the following year, a third class of one hundred pupils was admitted. Since then, from time to time as vacancies have occurred, other orphans have been admitted to supply their places.

On the 1st of June, 1849, Judge Jones resigned the office of president of the college, and on the 23d of November of the same year William H. Allen, M.D., LL.D., then professor of Mental Philosophy and English Literature in Dickinson College, Pennsylvania, was duly elected to fill the vacancy. This gentleman having accepted the appointment, was duly installed on the 1st of January, 1850, and continued until the close of 1862, when he resigned. He was succeeded by Richard Somers Smith June 24, 1863, who resigned in September, 1867. William H. Allen was re-elected president and served until his death, Aug. 29, 1882. Dr. Allen was born near Augusta, Me., March 27, 1808, and received his preparatory education at the Maine Wesleyan Seminary. At the age of twenty-one he entered Bowdoin College, from which he graduated after a four-years' course. After leaving college he taught Greek and Latin for two and a half years in the Oneida Conference Seminary at Cazenovia, N. Y., and then returned to Augusta, Me., where he took charge of the high school. In a few months he accepted the chair of professorship of Chemistry and Natural Philosophy at Dickinson College, which he occupied for ten years, and then filled that of English Literature for three years. He was a regular contributor to the *Methodist Quarterly Review*, and delivered lectures in Boston, Philadelphia, Baltimore, and Indianapolis. In 1850 the degree of Doctor of Laws was conferred upon him by the Union College, New York, and also by Emory and Henry College, Virginia. In March, 1872, he was elected president of the American Bible Society. He was succeeded as president of Girard College on Jan. 1, 1883, by Adam H. Fetterolf, Ph.D., who is still holding the dignified and arduous position.

WILLIAM H. ALLEN, M.D., LL.D.

Some years ago it was found that the institution was

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so large that the president needed assistance. Henry W. Arly was elected vice-president, and discharged that duty for several years. He had been secretary of the board of directors from the opening of the institution. A. H. Fetterolf succeeded Mr. Arly as vice-president after the resignation of the latter, and upon the election of Mr. Fetterolf to be president, Henry D. Gregory was elected vice-president.

While the Councils of the city, as the trustees of Mr. Girard's will, still retain the general supervision of the institution, the immediate government of the college is vested in the Board of City Trusts. This board is subdivided into various standing committees, who have respectively charge of the various departments of the institution. The will of Mr. Girard provides that the college shall be for the benefit of "poor white male orphan children." If at any time there are more applicants than vacancies, a preference is given by the will, first, to orphans born in the city of Philadelphia; secondly, to those born in any other part of Pennsylvania; thirdly, to those born in the city of New York; and, lastly, to those born in the city of New Orleans. To be qualified for admission, orphans must be between the ages of six and ten years, and no application is received for admission of a child before he attains the first-named age, nor can he be admitted into the college after becoming ten years of age, although the application has been made previously. At present (1884) the institution contains the following number of scholars in the various schools: Fourth School, 223; Third School, 302; Second School, 240; First School, 339; making a total of 1104.

The administration of the Girard College, and the collection and management of the revenues which maintain it, constitute the most important part of the trusts committed to the charge of the Board of City Trusts, of which Alexander Biddle is president, William H. Drayton vice-president, and Joseph L. Caven, William B. Mann, James Campbell, John H. Michener, James L. Claghorn, Henry M. Phillips, Charles H. T. Collis, George H. Stuart, Benjamin B. Comegys, and Louis Wagner members of the board.

The officers of the Girard estate are James A. Kirkpatrick, superintendent; Charles S. Smith, consulting superintendent; F. Carroll Brewster, solicitor.

The officers of Girard College for 1883–84 are as follows:

President, A. H. Fetterolf, Ph.D.; Vice-President, Henry D. Gregory, Ph.D. Faculty and Teachers: George J. Becker, professor of Drawing, Writing, and Book-keeping; Lemuel Stephens, A.M., professor of Physics and Industrial Science; Warren Holden, A.M., professor of Mathematics; Elmore C. Hine, M.D., professor of Natural History; Miss Mary Lynch, teacher of English Studies, and librarian; Miss Keturah Cole, teacher in Fourth School; Miss Charlotte E. Overn, teacher in Third School; Miss Elizabeth McDuffie, teacher in Third School; Miss Hessie B. Miller, teacher in Third School; Miss Mary D. Ware, teacher in Third School; Miss Margaret Wylie, teacher in Third School; Miss Virginia B. Tucker, teacher in Third School; Miss Mary L. Neville, teacher in Third School; Miss Kate V. Linderman, teacher in Third School; Miss Emily P. Town, teacher in Second School; Miss Minnie M. Jones, teacher in Second School; Miss Mary E. Clime, teacher in Second School; Miss Amelia C. Wight, teacher in Second School; Miss Mary I. Campbell, teacher in Second School; Miss Martha E. Bentley, teacher in Second School; Miss Florentine A. Merino, instructor in Spanish; Mme. S. Anna Simon, instructor in French; Miss Fanny West, teacher of Drawing; Miss Ida C. Craddock, teacher of Phonography; Miss M. B. Heritage, teacher of Elocution; Thomas A'Becket, professor of Vocal Music; George Bastert, instructor of brass band; Maj. John W. Ryan, commandant of cadets; T. Mason Mitchell, mechanical instructor. First or Primary Department, Miss Hallie Braddock, Miss Ines E. Walsh, Miss Kate R. Thompson, Miss Harriet N. Brendin, Miss Kate V. Campbell, Miss Mary Wise, Mrs. Eleanor L. Gilbert, Miss Christiana Breiding, Miss Emily Bushong, Miss Emma D. Harron.

Household.—Matron, Miss Anna M. Shreve; Assistant Matron, Mrs. Elizabeth B. Thompson; Prefects, William H. Kilpatrick, George W. Oram, A.M., Robert S. Brier, Frank Danenhour, Louis T. Reed, Henry H. Hay, Frank L. Scribner, George W. Pollock, A. D. Dudbridge, George W. Price; Governesses, Miss Mary White, Miss Mary Govers, Miss E. J. Hare, Miss Mary Madeira. Primary Department: Prefects, Willard B. Rivell, Joseph L. Springer; Governesses, Mrs. Mary J. Woodland, Miss Anna B. Grove, Miss Sallie M. Chew, Miss Caroline M. Whitecar, Miss Ann Jane Cross, Mrs. Fanny T. Boss, Mrs. Emma Noble, Miss Virginia Miller; Superintendent of Manual Labor, I. E. Shimer; Steward, Thomas Perrins; Physicians, James Markoe, Jr., M.D., John J. Reese, M.D.; Dentist, Wilbur F. Litch, M.D.

The property of the Girard estate is carefully guarded. The receipts from Jan. 1, 1882, to Dec. 30, 1883, both inclusive, were as follows:

Rent from real estate in the city	$324,477.98
Rent from collieries	467,809.82
Water-rent, Schuylkill County	5,474.44
Rent from real estate, and sale of surface right of lots in Schuylkill and Columbia Counties	16,508.24
Interest on city loans	84,786.60
Other sources	67,761.32
Gross revenue	$931,235.76

The Girard estate, comprising the residuary fund, on Dec. 31, 1882, consisted of the following:

Girard College, ground, and buildings (cost)	$2,888,974.88
Banking-houses, dwellings, stores, wharves, and farms in the city of Philadelphia (assessed valuation for 1882)	3,734,900.00
Real estate in Schuylkill and Columbia Counties, Pa., about twenty thousand acres (assessed valuation for 1882)	1,511,917.00
Stocks and loans (par value)	1,466,165.22
Cash in the city treasury	27,247.82
	$9,629,204.92

Alexander Biddle, the president of the Board of Directors of City Trusts, which has the management of the Girard estate and many other important trusts, was born in Philadelphia on the 19th of April, 1819. He was one of five sons, the father being Thomas Biddle, a well-known financier, and the head of the old banking firm of Thomas Biddle & Co., who married Christina Williams, daughter of Brig.-Gen. Jonathan Williams, a relative of Benjamin Franklin, who was the organizer and first superintendent of the West Point Military Academy, and member of Congress-elect from Philadelphia at the time of his death.

The Biddle family in America originated from William Biddle, who, about 1681, emigrated from England, and settled in West Jersey, where he became a member of the Provincial Council, a member of the Council of Proprietors, and a member of the General Assembly. Among the descendants of the original emigrant have been many men of distinction, who have brought credit upon themselves, their family name, and the nation at large. Among these,

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A. J. Riddle

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in this branch of the descent, have been the following: Owen Biddle (born 1738, died 1799), member of the Committee of Safety, member of the Council of Safety, member of the Constitutional Convention, member of the Board of War, etc.; Clement Biddle (born 1740, died 1814), colonel and quartermaster-general in the Continental army, etc.; Col. Clement C. Biddle (born 1784, died 1855), commandant of the Pennsylvania Regiment Light Infantry (volunteers) during the war of 1812, first president of the Philadelphia Savings-Fund Society, and a writer on political economy; John Cadwalader (born 1805, died 1879), member of Congress from Pennsylvania, and judge of the United States District Court at Philadelphia; George Cadwalader (born 1806, died 1879), brigadier-general United States army; Henry Jonathan Biddle (born 1817, died 1862), adjutant-general Pennsylvania Reserves, United States army; Col. Chapman Biddle (born 1822, died 1880), commandant of the One Hundred and Twenty-first Pennsylvania Regiment in the war of 1861–65; and Thomas Biddle (born 1827, died 1875), United States minister to Ecuador.

Alexander Biddle is of the sixth generation from the founder of the family in America, being a grandson of Col. Clement Biddle, quartermaster-general under Gen. Washington, whose continued services the great patriot requested in an autograph letter, still preserved, after the colonel had served long and honorably, and had determined to retire to private life. Alexander Biddle was educated at the University of Pennsylvania, from which institution he graduated. After leaving college he entered the counting-house of Bevan & Humphreys, the largest shipping firm in Philadelphia at that time. At the end of four years he went to Australia, China, and Manila as supercargo. After devoting two years to this service he returned home, and, at the end of another four years, during which time he was engaged in various pursuits, he entered his father's firm, Thomas Biddle & Co., where he remained until the breaking out of the civil war.

Upon the organization of the One Hundred and Twenty-first Regiment, Pennsylvania Volunteers, of which his cousin, Chapman Biddle, was the colonel, he was chosen its major. This regiment was originally assigned to the Pennsylvania Reserves, under Gen. Meade, and subsequently to the First Corps, under Gen. Reynolds, and participated in the following notable engagements, among others: Fredericksburg, Chancellorsville, and Gettysburg. In the battle last mentioned he was in command of the regiment, thus ranking as lieutenant-colonel, and was subsequently commissioned as colonel. After eighteen months of duty he left the service and returned home.

He did not, however, engage in private business pursuits, but directed his attention toward enterprises of a more public character. He was chosen a director of the Pennsylvania Railroad Company, a position which he still holds. Among other corporate business enterprises with which he became connected as a director may be enumerated the following: The Pennsylvania Company for Insurance on Lives, the Philadelphia Savings-Fund Society, the Lehigh Navigation Company, the Contributionship Insurance Company, the latter established by Benjamin Franklin, and other institutions of a kindred character. He has been a member of the Board of Directors of City Trusts since its organization, in September, 1869, and, in January, 1882, was chosen its third president. He is also a director of the Pennsylvania Hospital. By the will of the late Dr. James Rush, Mr. Biddle was named as executor to succeed Henry J. Williams, his uncle, in the erection of the Ridgway Library, Broad Street, between Christian and Carpenter, a monument creditable to the taste and character of its founder.

On the 11th of October, 1855, Mr. Biddle was married to Julia Williams Rush, daughter of Samuel Rush, late recorder of the city of Philadelphia, and granddaughter of Dr. Benjamin Rush, a signer of the Declaration of Independence, and of Revolutionary fame. He has six children living,—four sons and two daughters.

Catholic Educational Institutions and Convents.—Thirty-five parochial schools, twenty-five academies and select schools, and two colleges of the Brothers of the Christian Schools within the limits of Philadelphia is strong evidence that the Catholics are promoters of education. From a sense of religious duty, these schools are supported at the expense or by the volunteer contribution of Catholics, who, equally with other citizens, bear the burden of the public school system, which, on account of conscientious scruples, they refuse to allow their children to attend.

More than one hundred years ago the Catholics of this city maintained a school. As early as 1781 subscriptions for "paying for the old school-house and lot purchased for £400" were taken up by the Catholics of Philadelphia. A new school-house was built that year, and the accounts preserved show that £440 15*s.* 6½*d.* were paid for its erection. This school-house was situate in the rear of the lot now known as No. 324 Walnut Street, near the end of the narrow alley leading to old St. Joseph's Church.

From this small beginning the Catholic educational institutions have grown to the largest proportions of any religious denomination in the city. They are scattered in every section of the city, and their pupils in attendance number among the thousands.

The following are among the Catholic educational institutions of the city:

Theological Seminary of St. Charles Borromeo (Overbrook Post-Office, Pa.).—In June, 1832, Rt. Rev. F. P. Kenrick, in order to prepare candidates for the priesthood, began the nucleus of a seminary in the pastoral residence of St. Mary's Church. It

was afterward removed to a house where the bishop went to reside, on Fifth Street, below Spruce, west side, thence to the northwest corner of Fifth and Prune [now Locust] Streets. In 1837, Bishop Kenrick determined to erect a seminary. The northeast corner of Eighteenth and Race Streets was secured, and at the session of the Legislature in 1838 an act of incorporation was passed constituting John Keating, John Diamond, Joseph Dugan, Michael Magrath, and M. A. Frenaye the lay trustees to act with Bishop Kenrick, the president of the seminary, the professor of Theology, and the professor of Sacred Scriptures, making nine trustees. On Sept. 21, 1838, Bishop Kenrick issued a pastoral letter calling for contributions. Heretofore the institution had been his individual concern. On Jan. 22, 1839, the seminary was occupied by students. In 1850 it was enlarged, and a preparatory seminary was opened at Glen Riddle. In April, 1864, the present grand seminary at Overbrook, Delaware Co., was begun, and in 1871 occupied by students from the seminary at Eighteenth and Race Streets, which was closed, as also that at Glen Riddle. On Nov. 7, 1882, the fifteenth anniversary of the institution was celebrated.

Faculty.—Very Rev. William Kieran, S.T.D., rector, professor of Dogmatic Theology, English, Rhetoric, Mathematics, and Christian Doctrine; Rt. Rev. Mgr. James A. Corcoran, S.T.D., professor of Sacred Scripture, Moral Theology, Hebrew, Syriac, and Homiletics; Rev. Valentino Valentini, professor of Dogmatic Theology, Ecclesiastical History, Latin, and Greek; Rev. James F. McLoughlin, S.T.D., professor of Canon Law, Natural Sciences, English, and Chant; Rev. Hermann Heuser, professor of Liturgy, Latin, Greek, and German; Rev. Francis P. Siegfried, professor of Philosophy; Rev. Bernard Ruxton, professor of Latin; Rev. William M. Daly, S.T.D., professor of English Literature, Profane History, Latin, and Greek; Rev. John J. McCort, professor of Mathematics and English. Number of seminaries, 96. Number of books in library, 15,600.

St. Vincent's, Germantown.—Central house, scholasticate, and novitiate of the priests of the congregation of the mission. Very Rev. Thomas J. Smith, V.C.M., superior and visitor of the congregation of the mission in the United States; vice-superior and master of novices, Rev. James Rolando, C.M.; Rev. Joseph Alizeri, C.M., Rev. William Ryan, C.M., Rev. Thomas Shaw, C.M., Rev. Thomas O'Donoghue, C.M., Rev. A. J. Meyer, C.M., Rev. Peter V. Byrne, C.M., Rev. Thomas J. Abbott, C.M., Rev. James Lefevre, C.M., Rev. Sylvester Haire, C.M., Rev. Aloysius Krabler, C.M., Rev. Martin Dyer, C.M., Rev. Patrick McHale, C.M., Rev. John P. Neck, C.M., Rev. James Devine, C.M., Rev. James Hennelly, C.M., Rev. James Sullivan, C.M., Rev. Thomas Weldon, C.M. Total number of the community in the diocese, 46.

A band of priests is here set apart to be actively engaged in giving missions. All applications for missions are addressed to Very Rev. Thomas J. Smith, V.C.M., St. Vincent's Seminary, Germantown, Philadelphia, Pa. Band of missioners: Rev. Thomas M. O'Donoghue, C.M., Rev. Thomas A. Shaw, C.M., Rev. A. J. Meyer, C.M., and others.

St. Joseph's College, Seventeenth and Stiles Streets, incorporated Jan. 29, 1852.—Faculty, board of trustees, and other officers: Rev. B. Villiger, S.J., president; Rev. James McHugh, S.J., secretary; Rev. J. M. Ardia, S.J., Rev. P. Blenkinsop, S.J., Rev. P. Duddy, S.J., Rev. P. A. Jordan, S.J., Rev. F. O'Neill, S.J., Rev. Charles Cicaterri, S.J., Rev. A. Coppens, S.J., Rev. L. Vigilante, S.J., Rev. P. Claven, S.J., Rev. A. Romano, S.J., Mr. J. Dowling, S.J., Mr. W. A. Gormley, S.J. Number of pupils, 150.

The reverend Fathers are building a new college at Seventeenth and Stiles Streets for the preparatory classes.

La Salle College (incorporated under the Brothers of the Christian Schools), No. 1321 Filbert Street.—Honorary President, the Most Rev. Archbishop; President, Brother Clementian; Vice-President, Brother Paphylinus; Treasurer, Brother Isidore; Secretary, Brother Blandin. Professed Brothers, 24. Total number of Christian Brothers in the diocese, 51. Number of students in college, 217; in the diocese, 3587.

Convents and Religious Communities.—Convent of our Lady of the Good Shepherd, Thirty-fifth Street and Silverton Avenue, West Philadelphia. Number of choir Sisters, 20; lay Sisters, 16; novices, 25; out-door Sisters, 5; postulants, 5; total number of Sisters in the convent, 71; total number of Sisters of the Good Shepherd in the diocese, 91. The Magdalen Convent contains 54 professed Sisters, 14 novices. Number of penitents, 245. Number in preservation class, 94. Mother Mary of St. Ignatius Murray, provincial and superioress.

Convent of Our Lady of the Good Shepherd, Thirty-ninth and Pine Streets, Philadelphia. Number of choir Sisters, 11; out-door Sisters, 4; lay Sisters, 5; total number in the convent, 20. Mother Mary Philomena, superior.

Mt. St. Joseph's Convent (Sisters of St. Joseph), Chestnut Hill, Philadelphia. Professed Sisters, 35; novices, 18; postulants, 6. Number of religious in the convent, 59. Total number of Sisters of St. Joseph in the diocese, 275. Mother Mary John, superior.

Convent of the Sister-Servants of the Immaculate Heart of Mary (P.O. address Villa Maria), West Chester, Pa. Professed Sisters, 20; novices, 17; postulants, 7. Number of religious in the convent, 44. Total number of Sisters of the Immaculate Heart of Mary in the diocese, 127. Mother Mary Gonzaga, superior.

Convent of the Sacred Heart, Eden Hall (Torresdale P.O.), Philadelphia. Professed Sisters, 57. Total number in this community, 57. Total number of the religious of the Sacred Heart in the diocese, 74. Madam C. McNally, superior; Rev. Lawrence Wall, chaplain.

Convent of the Sacred Heart, No. 1334 Walnut Street, Philadelphia. Professed Sisters, 17. Total

number in the convent, 17. Madam M. Shortill, superior.

Convent of the Sisters of Notre Dame, West Rittenhouse Square, Philadelphia. Professed Sisters, 36. Number in the diocese, 86. Sister Julia, superior.

Convent of Sisters of Mercy, Broad and Columbia Avenue, Philadelphia. Professed Sisters, 26; novices, 9; postulant, 1. Total number of the community in the diocese, 36. Mother M. Patricia Waldron, superior. The Sisters visit and instruct the sick and dying poor. They also visit the State and county prisons for the purpose of giving religious instruction.

Convent of the Holy Child Jesus, Sharon (Sharon Hill P.O.), Delaware Co., Pa. Professed Sisters, 27; novices, 13; postulants, 2. Total number in convent, 42. Total number of the community in the diocese, 70. Mother Mary Walburga, superior; Rev. Thomas O'Neill, chaplain.

Convent of the School Sisters of Notre Dame, No. 1056 Lawrence Street, Philadelphia. Professed Sisters, 12; novices, 2; postulants, 3. Total number in the convent, 17. Total number in the diocese, 35. Sister Mary Cassiana, superior.

Convent of the Sisters of the Third Order of St. Francis Assisium, No. 505 Reed Street, Philadelphia. Professed Sisters, 25; postulants, 3. Total number of Sisters of St. Francis in the community, 28. Mother Mary Agnes, superior.

Convent of Our Lady of Angels, Glen Riddle, Delaware Co., Pa. Professed Sisters, 20; novices, 48; postulants, 6. Total number in community, 74. Total number in the diocese, 170. Sister Mary Julianna, superior; Rev. B. Scheler, chaplain.

Sisters of Charity of St. Joseph's Sisterhood, Emmittsburg, Md. Total number of the community in the archdiocese, 43.

Convent of the Little Sisters of the Poor, North Eighteenth, above Jefferson Street, Philadelphia. Professed Sisters, 16; postulants, 5; total, 21. Total number in the diocese, 34. Mother Gatienne, superior.

Convent of the Little Sisters of the Poor, Mill Street, Germantown. Professed Sisters, 13. Mother August Mary, superior.

Convent of Benedictine Nuns, South Easton. Professed Sisters, 5; Sister M. Walburga, superior. Total number in the diocese, 5.

Sisters of Christian Charity, East Mauch Chunk. Sister Clotilda, superior. Professed Sisters, 6. Total number in the community, 6. Total number of Sisters of Christian Charity in the diocese, 30.

Sisters of Christian Charity, Belgrade and Wellington Streets, Philadelphia. Number of Sisters in the community, 6.

Academies and Select Schools.—Mount St. Joseph's Academy, Chestnut Hill, Philadelphia, under the Sisters of St. Joseph. Boarders, 70. Mother Mary John, superior.

Industrial School of the Immaculate Conception, Thirty-ninth and Pine Streets, West Philadelphia, under the care of the Sisters of the Good Shepherd. Number of boarders, 175. Mother Mary Philomena, superior.

Academy of the Sacred Heart, Eden Hall (Torresdale P.O.), Philadelphia. Number of boarders, 86; parochial-school children, 25. Madam C. McNally, superior.

Academy of the Sacred Heart, No. 1334 Walnut Street. Number of day-scholars, 73. Madam M. Shortill, superior.

Academy of the Sisters of Notre Dame, West Rittenhouse Square, Philadelphia. Boarders, 38; day-scholars, 122. Number attending night-school, 90. Sister Julia, superior.

Academy of the Sisters of the Immaculate Heart of Mary, West Chester. Boarders, 40; day-scholars, 20. Mother M. Gonzaga, superior.

Academy of the Sisters of Mercy, Broad and Columbia Avenue. Number of boarders, 10; number of day-scholars, 160. Mother M. Patricia Waldron, superior.

Academy of the Holy Child Jesus, Sharon (Sharon Hill P.O.), Delaware Co., Pa. Number of boarders, 40. Mother Mary Walburga, superior.

St. Peter's Academy, Reading. Residence, 225 South Fifth Street. Number of day-scholars, 40. Sister Mary Anselm, superior.

St. Leonard's Academy, No. 3819 Chestnut Street, West Philadelphia. 106 day-scholars. Mother Mary Antonia, superior.

Cathedral Academy, No. 1708 Summer Street, under the Sisters of St. Joseph. Number of day-scholars, 85. Mother Mary Dominic, superior.

St. Mary's Academy, No. 260 South Fourth Street, Philadelphia, under the Sisters of St. Joseph. Number of day-scholars, 70. Mother Mary Scholastica, superior.

St. Joseph's Academy, No. 417 Locust Street, under the care of the Sisters of St. Joseph. Day-scholars, 40. Mother M. Arsenia, superior. A Sunday-school for deaf and dumb girls is taught in the academy by the same community. Number of scholars, 206.

St. Augustine's Academy, No. 244 North Fourth Street, Philadelphia, under the Sisters of St. Joseph. Number of day-scholars, 90; Sister St. Gervase, superior.

St. Michael's Academy, No. 1419 North Second Street, under the Sisters of St. Joseph. Number of day-scholars, 120. Mother M. Angela, superior.

St. Francis' Academy, under the Sisters of the Immaculate Heart of Mary, No. 2324 Green Street. Number of pupils, 45. Sister Mary Germaine, superior.

St. Philip de Neri's Academy, No. 412 Christian Street, Philadelphia, under the Sisters of St. Joseph. Number of pupils, 100. Mother M. Laurentia, superior.

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St. Patrick's Academy, Twentieth and Locust Streets, Philadelphia, under the charge of the Sisters of St. Joseph. Number of pupils, 145. Mother M. Martha, superior.

St. Paul's Academy, No. 920 Christian Street, Philadelphia, under the charge of the Sisters of the Immaculate Heart of Mary. Number of pupils, 115. Sister Mary Regis, superior.

St. John the Baptist's Academy, No. 4211 Cresson Street, Manayunk, under the charge of the Sisters of the Immaculate Heart of Mary. Number of pupils, 50. Sister Mary de Chantel, superior.

St. Mary's Academy, Oak Street, Manayunk, under the care of the Sisters of St. Francis. Sister Mary Elizabeth, superior.

Academy of the Assumption of the Blessed Virgin Mary, No. 1135 Spring Garden Street, Philadelphia, under the Sisters of the Holy Child Jesus. Day-scholars, 90. Mother Mary Stanislaus, superior.

St. Ann's Academy, No. 814 Tucker Street, Port Richmond, under the Sisters of St. Joseph. Number of pupils, 140. Mother M. Victorine, superior.

St. Teresa's Academy, No. 1514 Christian Street, under the Sisters of the Immaculate Heart of Mary. Number of pupils, 50. Sister Mary Ephrem, superior.

Academy of the Annunciation, Tenth and Dickerson Streets, taught by Sisters of the Immaculate Heart. Sister Mary Ambrose, superior.

St. Joseph's Academy, Pottsville, under the care of the Sisters of St. Joseph. Boarders, 7; number of pupils, 75. Mother M. Thecla, superior.

Parochial Schools.—Cathedral. Boys 500, taught by the Brothers of the Christian Schools. Brother Joseph, director. Girls 500, taught by the Sisters of St. Joseph.

St. John's. Boys 100, taught by lay teachers; girls 120, taught by female lay teachers.

St. Mary's. Boys 90, taught by Sisters of St. Joseph; girls 92, taught by Sisters of St. Joseph.

St. Joseph's. Boys 75, taught by lay teachers; girls 250, taught by the Sisters of St. Joseph.

St. Augustine's. Boys 200, taught by Brothers of the Christian Schools; girls 250, taught by the Sisters of St. Joseph.

Holy Trinity. Boys 118, taught by one lay teacher and two School Sisters of Notre Dame; girls 104, taught by the Sisters of Notre Dame.

St. Michael's. Boys 457, taught by the Brothers of the Christian Schools; girls 570, taught by the Sisters of St. Joseph.

St. Francis Xavier's. Boys 370, girls 350, taught by the Sisters of the Immaculate Heart of Mary.

St. Philip de Neri's. Boys 300, taught by lay teachers; girls 400, taught by Sisters of St. Joseph.

St. Patrick's. Boys 450, taught by Brothers of the Christian Schools; girls 450, taught by the Sisters of St. Joseph.

St. Paul's. Boys 358, taught by the Brothers of the Christian Schools; girls 351, taught by the Sisters of the Immaculate Heart of Mary.

St, Peter's. Boys 623, taught by the Brothers of the Christian Schools; girls 601, taught by the School Sisters of Notre Dame.

Church of the Assumption. Boys 160, taught by the Christian Brothers; girls 160, taught by the Sisters of the Holy Child Jesus.

St. Malachy. Boys 145, girls 182, taught by the Sisters of Mercy.

St. Ann's. Boys 620, taught by Brothers of the Christian Schools and four Sisters of St. Joseph; girls 650, taught by the Sisters of St. Joseph.

St. Alphonsus'. Boys 140, girls 157, taught by Franciscan Sisters and one lay teacher.

St. Mary Magdalene di Pazzi's. Boys 50, girls 60, taught by lay teachers.

St. Teresa's. Boys 180, taught by lay teachers; girls 250, taught by the Sisters of the Immaculate Heart of Mary.

Annunciation of the Blessed Virgin Mary. Boys 385, girls 484, taught by Sisters of the Immaculate Heart of Mary and one lay teacher.

St. Bonifacius'. Boys 356, girls 360, taught by the Sisters of Christian Charity and two lay teachers.

The Gesù. Boys 200, taught by lay teachers; girls 220, taught by Sisters of Notre Dame.

Immaculate Conception. Boys 160, girls 270, taught by Sisters of St. Joseph.

Our Mother of Sorrows. Boys 250, girls 150, taught by one male teacher and Sisters of St. Joseph.

St. James'. Boys 190, taught by lay teachers; girls 256, taught by Sisters of the Holy Child Jesus.

St. Elizabeth's. Boys 195, girls 233, taught by the Sisters of St. Francis.

Church of the Visitation. Boys 245, taught by lay teachers; girls 260, taught by the Sisters of the Holy Childhood.

St. Dominic's. Boys 38, girls 42, taught by Sisters of the Immaculate Heart and Ladies of the Sacred Heart.

St. Joachim's, Frankford. Boys 80, girls 140, taught by the Sisters of the Immaculate Heart of Mary.

St. Vincent de Paul's, Germantown. Boys 357, taught by Franciscan Brothers; girls 345, taught by Sisters of St. Joseph.

St. John Baptist's, Manayunk. Boys 300, girls 345, taught by the Sisters of the Immaculate Heart of Mary.

Assumption, Manayunk. Boys 134, girls 156, taught by Sisters of the Third Order of St. Francis.

All Saints, Bridesburg. Boys 80, girls 78, taught by the Franciscan Sisters.

Tacony. Boys 93, girls 95, taught by School Sisters of Notre Dame.

Chestnut Hill. Boys 60, girls 68, taught by the Sisters of St. Joseph.

Nativity of Blessed Virgin Mary. Boys 152, girls 131, taught by Sisters of Christian Charity.

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The Brothers of the Christian Schools.—This educational order came to Philadelphia in 1853, and on August 15th opened St. Peter's School. St. Michael's and St. Ann's were the next parishes to secure the services of the Brothers; St. Paul's also, in September, 1864; St. Patrick's, March 20, 1865. The La Salle College, Juniper and Filbert Streets, opened Aug. 28, 1867, with Brother Oliver as president. Cathedral School opened by Brothers September, 1868. St. Augustine's and the Assumption Schools are also in charge of the order, which, on the first Monday of September, 1883, opened a preparatory department at 1240 North Broad Street. There are fifty-one Brothers in the archdiocese. The number of boys taught by them is about three thousand.

The Congregation of the Sisters of St. Joseph, established at Puy, in 1650, claims as its founders Father John Peter Medaille, S.J., the famous Apostle of Velay, and Henry de Maupas du Tour, Bishop of Puy and Count of Velay, the friend of St. Vincent de Paul,[1] the originator of many and great designs for the promotion of religion in France. "Yet among all his works," to quote the words of his biographer, "the most remarkable, the most fruitful was, undoubtedly, the foundation of the admirable Congregation of the Sisters of St. Joseph, at once contemplative, educational, and devoted to the care of the poor and the suffering."

Protected by Louis XIV., the institute spread rapidly through France. But the revolution of 1793, overturning alike throne and altar, did not spare the humbler foundation of the Sisters of St. Joseph. Some establishments, however, were preserved among the mountain fastnesses of Forez and Velay.

Some of the surviving members were, in 1807, reunited into a community under Rev. Mother St. John Fontbonne, who had been saved from the guillotine only by the fall of Robespierre. The congregation in 1884 numbers upwards of four hundred houses in France; numerous establishments, not only in Rome, Savoy, Corsica, and England, but also on the far-distant shores of China and India, are tangible proofs of a fecundity little less than miraculous. But by far the most vigorous offshoot of the parent stem has been the foundation in North America. Under the auspices of Rt. Rev. Bishop Rosati, six Sisters came from Lyons, in 1836, to open a house at St. Louis. The following year brought two additional Sisters, one of whom, Mother St. John Fournier, afterwards introduced the order into Philadelphia.

The semi-centennial of their arrival has not been celebrated, yet the order here numbers nearly two thousand; its houses are numerous not only in Canada, but in nearly every State in the Union.

Equally at home among the Indians of the North and West, and the negroes of the South, as in more congenial fields of labor, "the Sisters of St. Joseph," says a late historian,[2] "are to be found in the hospitals of the poor, the asylums of the fallen, the cell of the prisoner, and the halls of the academy, brightening by their presence the pathway of the afflicted, and diffusing on every side the blessings of peace, consolation, and instruction."

In 1847, Bishop Kendrick, of Philadelphia, afterward Archbishop of Baltimore, anxious to place St. John's Orphan Asylum (then on Chestnut Street, below Thirteenth) under the care of the Sisters of St. Joseph, applied to Bishop Rosati, of St. Louis, for some members of that order. In compliance with this request, several Sisters were in May, 1847, sent to the new foundation, of which Mother St. John Fournier was appointed superior.

If, as said the celebrated Mme. de Genlis, "the interests of a nation are best promoted by the education of its daughters," gratitude demands a more than passing mention of this good lady, who, for more than a quarter of a century, labored indefatigably to promote the cause of education, charity, and religion in Philadelphia. Born in Arbois, France, in 1814, of a respectable Catholic family, Julia Alexia Fournier conceived early in life an ardent desire to devote herself to God in some religious order engaged in foreign missions. The accounts given of and by the early French missionaries in the "Annals of the Propagation of the Faith," the biographies of Mme. de la Peleterie, Ven. Mary of the Incarnation, and others of the weaker sex, who had labored among the Indians, were no doubt largely instrumental in determining her choice. North America seemed to her, indeed, a land of promise, a home by predilection; and, hearing that the Sisters of St. Joseph were about to send a colony thither, she, in 1836, entered the congregation at the Chartreuse in Lyons; the following year her superiors called her to the United States.

After ten years of active and efficient labor in the West, she came to Philadelphia in 1847. In 1851, however, having established several branches in this city and State, she was recalled to found an Indian school at St. Paul, Minn., under the pioneer Bishop Cretin.

In response to urgent and reiterated entreaties, Mother St. John was restored to Philadelphia in 1853. The record of the succeeding year is one of ceaseless labor, self-sacrifice, and devotedness, for each was signalized by some new foundation of education or charity, beset with trials and difficulties, often such as would have seemed insuperable to a soul less animated by faith and trust in Providence.

In 1858 she, as it were, set the seal on her work by the establishment of Mount St. Joseph's Convent at Chestnut Hill, the mother-house and novitiate for this diocese.

Here the young religious, whose novitiate lasts four years, are to be trained not only in the art of teaching

[1] He belonged to the family De Gondi.

[2] John Kane O'Murray.

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and guiding others, but still more in the spirit of the order which should animate and sanctify their work.

Here, too, return those Sisters, who, enfeebled by age or sickness, are no longer fit for active duty. To each and all of the community it is a home in the best and fullest sense of the word. At the same time she opened Mount St. Joseph's Academy for young ladies.

When, in 1862, the scourge of war was sweeping over the land, at the request of Surgeon-General Smith, she sent Sisters to take charge of the hospitals at Camp Curtin, outside of the city of Harrisburg.

Again we find the Sisters from Philadelphia in charge of the floating hospitals which received the wounded from the battle-fields of Virginia.

It may seem incredible that, amid such multiplied works, Mother St. John should have found time for literary labor; yet, in the latter years of her life she found relief during hours of weary suffering by translating from the French such works as "Meditations on the Litany of the Blessed Virgin," Martinet's "Ark of the People," "Life of St. Benedict the Moor," "Sign of the Cross," by Gaume, "Daily Life of the Sick," "Madame de Lavalle's Bequest," several other books for the young, and, finally, "Thalia; or, the Council of Nice," which, at her death, she left unfinished.

On her extraordinary gifts of mind and body, her remarkable talent for government, noble character, and consummate virtue we shall not here enlarge.

Deeds speak louder than words, and the simple record of works founded, planned, actuated, or directed by her reveals her worth.

In 1847, Mother St. John, with one companion, entered on her work in Philadelphia. When, Oct. 15, 1875, she was called to her reward, novitiates had been established in McSherrystown, Pa., Toronto, Ontario, and Brooklyn, N. Y., by Sisters sent from Philadelphia.

The community here numbered about two hundred, having in charge eleven parochial schools, twelve academies, and four other institutions, as enumerated below.

There were, moreover, houses in Baltimore, Westernport, and Hagerstown, Md., and in Camden and Newark, N. J., subject to the mother-house at Chestnut Hill.

Since then the number of Sisters has increased to about three hundred, and five additional schools have been opened.

The following is a list of these schools and the dates of their opening:

St. Joseph's, Pottsville, 1848; St. Joseph's, Philadelphia, 1851; St. Philip's, 1852; St. Anne's, Port Richmond, 1856; St. Patrick's, 1857; St. Michael's, 1859; Cathedral Academy, 1861; St. Mary's,[1] 1862; St. Augustine's, 1865; St. Vincent's, Germantown, 1867; Cathedral Parochial School, 1868; St. John's, Newark, 1872; St. Joseph's, Hagerstown, Md., and Immaculate Conception, Camden, N. J., 1874; St. Peter's, Westernport, and Star of the Sea, Baltimore, 1875; Our Mother of Sorrows, West Philadelphia, 1878; Star of the Sea, Bergen Point, N. J., 1879; Immaculate Conception, Philadelphia, 1880; Our Lady of Consolation, Chestnut Hill, 1881; and Our Lady of the Valley, Orange Valley, N. J., 1882.

[1] Previously under the care of the Sisters of Charity.

In the parochial schools above enumerated the Sisters teach the girls, and, in some cases, the smaller boys of the parish. The course of instruction includes all the ordinary branches of an English education, to which, as called for by circumstances, are superadded drawing (mechanical and free-hand), vocal music, book-keeping, algebra, etc.

The schools are under the supervision of the pastor, or priest appointed by him, and are supported by the voluntary contributions of the parishioners, who, generally speaking, are deserving of all praise for the way in which they meet this double obligation imposed on them by their conscientious objections to the public schools.

The Sisters of St. Joseph also have under their charge a Sunday-school for deaf-mutes, which numbers about twenty-five, and assembles every Sunday at St. Joseph's, Locust Street, above Fourth. It was opened Oct. 17, 1881.

The Sisters have under their care twelve schools in Philadelphia, containing more than five thousand children.

Academy of the Sacred Heart.—The Institute of the Sacred Heart was founded at Amiens, in France, in 1800, by Madame Sophia Barat. Its aim is principally the education of young ladies in boarding-schools, and, when practicable, in parochial and free schools.

The society spread rapidly throughout France, and now has academies in every part of the civilized world. In 1847 the mansion of Mr. F. Cowperthwait and the adjoining farm of ninety acres were purchased at Torresdale, near Philadelphia, by the Religious of the Sacred Heart, and an academy was opened under the direction of Madame Aloysia Hardey. A handsome chapel (Gothic in detail) and wings for class-rooms and dormitories were added by her successor, Madame Tucker, who governed the institution for a series of consecutive years.

In 1849 the academy was incorporated. The average number of pupils is ninety. Young ladies who do not profess the Catholic faith are admitted into the institute, but while they are at liberty to adhere to their own belief, for the sake of order they are required to assist at the public exercises of religion. There is a supplementary free school for the children of the environs. The number of children in attendance averages thirty.

Another object of this institute is to preserve the good begun in the academy by a sodality for ladies in society. Hence, in 1867 a house was purchased in the city of Philadelphia, at 1334 Walnut Street, at which place the sodality, having for its object pious and charitable works, holds its monthly meeting. A day-school for young ladies was opened at the same epoch.

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The number of pupils attending averages sixty-five.

Mount St. Joseph Academy.—Noteworthy among the educational institutions under the charge of the Sisters of St. Joseph is Mount St. Joseph Academy, Chestnut Hill. This academy, established first at McSherrystown, Adams Co., Pa., was, in 1858, transferred to its present eligible site, in a district proverbial for scenic beauty,—the picturesque valley of the Wissahickon.

Chartered in 1869, its growth has kept pace steadily with succeeding years. To meet the requirements of teachers and pupils, extensive additions have several times been made to the original buildings. The academy proper, finished in 1875, at a cost of one hundred thousand dollars, is so complete in its internal and external arrangements as to be counted one of the best adapted in the country for its purpose.

The course of study is thoroughly systematic. While it aims especially at imparting a solid English education, its curriculum is adapted to every requirement, and embraces all that tends to higher culture and true Christian refinement. The junior and senior departments each comprise a course of four years; the post-graduate department affords exceptional advantages to those who enter on it. Libraries containing over five thousand volumes are accessible to the pupils.

The institution comprises, moreover, a training-school, or novitiate, wherein young ladies who desire to become members of the order may, during a course of four years, be educated for their future work.

Private and other Religious Schools.—At the beginning of the year 1884 there were, in addition to the institutions already described, about thirty-five other educational establishments in the city, most of which are strictly private in their character. Some of these are under the management of religious societies, but the greater number are intended for the accommodation of pupils whose parents are willing to pay for the benefits of private tuition.

MOUNT ST. JOSEPH ACADEMY, CHESTNUT HILL.

Among the religious institutions of learning one of the most prominent is that of the Protestant Episcopal Church, known as the Divinity School. It is located in West Philadelphia, at Woodland Avenue and Fiftieth Street. Every person producing to the faculty satisfactory evidence of his having been admitted a candidate for priest's orders may be received as a student in this school, as well as any other person who can produce evidence of habits, character, and attainments as may render him apt and meet to exercise the ministry. The instruction is free, and is supported by the friends of theological education in the Episcopal Church. The school occupies a fine building which has accommodations for about forty students, and which contains a fine theological library

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of eight thousand volumes. It is managed by a board of trustees, of whom Bishop William Bacon Stevens is president, and a board of overseers, of whom Bishop Alfred Lee is president. The faculty comprises Rev. Daniel R. Goodwin, D.D., dean; Rev. G. Emlen Hare, Rev. Clement M. Butler, Rev. Watson M. Smith, and Rev. George Z. Dubois. Another useful institution of this denomination which has long maintained a high character is the Academy of the Protestant Episcopal Church. This institution was founded in the year 1785, under the auspices of Bishop William White, Rev. Samuel Magaw, Rev. Robert Blackwell, Robert Morris, Thomas Willing, Edward Shippen, Richard Peters, and other gentlemen of prominence in the Episcopal Church of Philadelphia. The first master of the school was Rev. Dr. John Andrews.

In 1787 a charter was granted to the institution by the Legislature of Pennsylvania, and the academy continued its work under various forms until the year 1846, when it was determined to effect a reorganization on a broader basis. Bishop Potter, Horace Binney, and John Welsh were particularly active in introducing improvements. Chief among these was the erection of a building at Juniper and Locust Streets in the year 1849, and the procuring of the services of Rev. George Emlen Hare as head master, who remained with the school until 1857, when he resigned. The building, which was enlarged in 1861 and 1868, is admirably fitted up for its purposes, containing a chapel, laboratory, lecture-room, gymnasium, etc. A considerable portion of the revenue of the academy is applied to the education, free of charge, of such youths as give promise of merit. About one hundred and seventy-five pupils are in attendance. The management of its affairs is in the hands of a board, presided over by Bishop Stevens, and of which George W. Hunter is secretary and treasurer. The head master of the school is the Rev. James W. Robbins, D.D.

The Theological Seminary of the Evangelical Lutheran Church occupies a plain brick building on Franklin Street, above Race, and has been noted for the high character of its instruction to the young men who are preparing for the ministry of that church. The president of the board of trustees is the Rev. J. A. Seiss, D.D.; Vice-President, Rev. J. H. Baden; Secretaries, Rev. B. M. Schmucker, D.D., and Rev. Th. Pfatteicher. The most prominent members of the faculty are the Rev. Drs. C. W. Schaeffer, W. J. Mann, A. Spaeth, and H. E. Jacobs.

The Hebrews of Philadelphia maintain an Education Society which devotes itself chiefly to the instruction of the poor members of that sect. The officers of the society are I. Rossham, president, and D. Sulzberger, secretary. Three free schools, one located at Seventh and Wood Streets, another at Fourth and Pine, and another in the Richmond district, are kept up by this society.

The Institute for Colored Youth was founded in the year 1837, upon a bequest made by Richard Humphreys for the "education of colored youth in school learning, in order to prepare and fit and qualify them to act as teachers," and has done much excellent work under the management of a corporation composed exclusively of members of the society. Of this society Joel Cadbury is the president, Thomas Scattergood treasurer, and Thomas P. Coe secretary. Many of the most useful and intelligent members of the colored race in Philadelphia have been graduated from this school. The commodious building which it occupies on the north side of Bainbridge Street, west of Ninth, was erected in 1866 at a cost of forty thousand dollars, and will accommodate three hundred pupils.

The members of the Society of Friends also conduct schools at the present time for white children, the principal of which are at Fifteenth and Race Streets, Fourth and Green Streets, and Seventeenth Street and Girard Avenue, and all of which are held in high esteem for the excellence of their methods. The Aimwell School Association, on Cherry Street above Ninth, of which Rebecca B. Boem is the principal, has a long history of quiet usefulness. The Philadelphia Friends also manage two colleges outside of the city which are widely known,—the Swarthmore College and the Haverford College, both in Delaware County.

The Polytechnic College of the State of Pennsylvania was founded about the year 1853, and provides a training for young men in the practical arts, such as civil engineering, mining, chemistry, applied geology, etc. Its faculty, which is presided over by Dr. Alfred L. Kennedy, comprises Furman Sheppard, L. G. Shrackee, W. D. Young, William T. Witte, William B. Walker, J. J. Osmond, and J. P. Wetherell.

Ogontz Seminary for Young Ladies is under the management of Miss Mary L. Bonney and Harriette A. Dillaye, with Miss Frances E. Bennett and Sylvia J. Eastman as assistants. It is an English, French, and German boarding and day-school for young ladies, and is one of the best in the country. This school was formerly known as the Chestnut Street Seminary of Philadelphia, and was founded in 1850 by Miss Bonney and Miss Dillaye.

During his first great prosperity, Jay Cooke built at Chelton Hills, eight miles from the heart of Philadelphia, on the North Pennsylvania Railroad, one of the finest private residences in the world, expending upon the house and grounds more than a million of dollars. Here he entertained, in princely style, distinguished visitors from his own and from foreign lands, and his magnificent home and hospitality became widely known. The place was named Ogontz, after an Indian chief who was a friend of Mr. Cooke's in his childhood and youth at Sandusky, Ohio. This chief, it is said, often visited his father's house, and, while there, amused the children by performing Indian feats, carrying them on his back, and telling

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them stories. His name is still preserved in various ways in the city of Sandusky, where Jay Cooke was born. When building this magnificent house, he determined to preserve the name of his friend in childhood, and hence called it Ogontz.

The mansion was first occupied in December, 1865. The panic of 1873 temporarily swept away Mr. Cooke's fortune, and for a time the Ogontz property passed from his control, but in 1881 he recovered his fortune, including the Chelton Hill estate of one hundred and forty acres, on which the Ogontz mansion stands. In the mean time, the uses for which the house was built having passed away, Mr. Cooke, in 1883, leased it at a nominal rent for a long term of years to the ladies named for a young ladies' school.

OGONTZ SEMINARY.

Ogontz stands on a knoll, commanding a view of forty acres of landscape-gardening, which are connected with the house. This spot Mr. Cooke selected from his farm of one hundred and forty acres, as being the most desirable for a residence. The building is a five-story mica granite, of the Norman Gothic order of architecture. Its air of substantiality and refinement strikes a beholder at the first glance, and reminds one of the aristocratic country-seats of England. It is a building of the most ample dimensions, having in the neighborhood of one hundred rooms of comfortable size. Seventy-five guests have been entertained there at one time.

The building is fire-proof, being constructed of granite and iron, numerous stairways furnishing egress in all directions. The principal hall is seventeen feet wide and eighty feet long, extending back into a conservatory forty feet square. This is stocked with plants of finest growth, surrounding an ornamented fountain. Farther on is another fountain, and still beyond, the natatorium.

The main hall presents on the one side a spacious drawing-room, seventy feet in length; on the other, library and reception-rooms. All the windows are of the finest plate-glass, and the frescoing is in the latest and highest style of art. The principal staircase, of solid walnut, is majestic, and presents at the head of the first flight the bronze face of Ogontz, the Indian chief, and the friend of Mr. Cooke in his boyhood. The conservatories and greenhouses on the grounds were at the time they were constructed the largest in the country. There is also a gas-house, constructed of granite, six hot-houses and graperies, a mushroom-house, potting-house, and a lodge-house at each gate on the main entrances. There are a number of other buildings, such as a farm-house, barn, ice-house, and a frame school-house. A beautiful stream of water courses through the entire place. The lawns are lighted by gas supplied on the grounds. The drives are all macadamized, both in the grounds and leading to Chelton Hill Station.

Among the other educational establishments in Philadelphia which bear a high reputation are the Broad Street Academy, of which Edward Roth has long been the principal; Courtland Saunders' College,

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in West Philadelphia; the Bryant & Stratton Business College; Crittenden's Commercial College; the National School of Elocution and Oratory, founded by the late Professor John W. Shoemaker, and now presided over by Dr. Edward Brooks; Pierce's College of Business; the Rugby Academy for Boys; the Rittenhouse Academy; the Lauderbach Academy; the Chegaray Institute; and Few Smith's Classical and Mathematical School.

CHAPTER XLVIII.

THE PRESS OF PHILADELPHIA.

THE history of the newspaper press of Philadelphia begins with the first issue of the *American Weekly Mercury*, on Dec. 22, 1719, the third journal published in the colonies; and during all the one hundred and sixty-five years that bridge the interval of time between that date and our own epoch the journalists of this city have bravely and intelligently engaged in the interpretation and solution of all the leading questions that have affected either the national or the local welfare. In the building of the nation, the commonwealth and city, in the formation and application of political policies, in the inception and execution of public enterprises, in the culture of art and literature, in strangling mischievous tendencies, and in nurturing popular morals, there has been no movement in which the newspapers have not been vigorous, aggressive, and determining factors. Glancing back over the long list of dead and gone Philadelphia editors, we are confronted by the names of men of the most brilliant mental gifts, the highest professional equipment, and the most positive convictions upon contemporary issues in government or society. Moreover, as journalism broadened its scope and elevated its aims they were never laggards in the march of progress. Technical improvements found ready adoption with them, and no matter what year may be selected for comparison, we shall find the Philadelphia papers abreast of, and in some respects taking precedence of, the press of any other American city. These general truths of history apply to the present perhaps even in a larger degree than to the past. To-day the journals of Philadelphia are surpassed nowhere in any of the qualities that conduce to the influence, the dignity, and the value of the newspaper press. Whether in the departments of enterprise and liberality in gathering news, in luminous and fearless editorial criticism, or in typographic excellence they are the equals of any kindred publications in the world. It is strictly correct to say that to them Philadelphia is a debtor for much of its past advancement and present greatness.

The forerunner of all the illustrious journalists of Philadelphia was Andrew Bradford, who, as noticed, issued in this city, on Dec. 22, 1719, the initial number of the *American Weekly Mercury*. The first paper to be published in the colonies was the *Boston News Letter*, the earliest number of which bore date of April 24, 1704. Next came the *Boston Gazette*, of Dec. 21, 1719, so that it will be seen that if Bradford had not been delayed two days, Philadelphia would have had the honor of issuing the second newspaper in America. The claim, however, that it issued the third is not disputable, and carries with it the other facts that it was the second city on the continent and the first in the middle colonies to publish a new periodical. It is also entitled to the broader and more emphatic distinction of having furnished the first daily newspaper on the Western hemisphere. This was the *American Daily Advertiser*, established Dec. 21, 1784, by Dunlap & Claypoole, as an offshoot of the *Pennsylvania Packet*, founded in November, 1771, by John Dunlap. This journal was subsequently published by Zachariah Poulson as *Poulson's Advertiser*, and in December, 1839, it was merged into the *North American*. In Philadelphia, also, was established the pioneer commercial or trade journal.[1]

The first religious weekly newspaper in America was likewise an outgrowth of Philadelphia enterprise. The original publication of this character was the *Religious Remembrancer*, first issued Sept. 4, 1813, and published by John Welwood Scott, at No. 81 South Second Street.[2]

Philadelphia also led the way in the sphere of cheap journalism. Hudson, in his "Journalism in the United States," vouchsafes the following statement: "The penny press of America dates from 1833. . . . The *Morning Post* (of New York) was the first penny paper of any pretensions in the United States. It was started on New Year's day, 1833." The author is frank enough to admit, however, that "there were small

[1] Through palpable oversight, Hudson's "Journalism in the United States" makes the following erroneous statement: "The *Boston Price Current and Marine Intelligencer, Commercial and Mercantile*, the publication of which was begun on the 5th of September, 1796, was the first regular and legitimate commercial paper issued in this country." As a matter of fact, a journal of a similar character was established in Philadelphia twelve years prior to this date. In June, 1783, John Macpherson issued the first number of the *Price-Current*, published every fifteen days, in which were "contained the prices of merchandise, duties on importations and exportations, regulated by John Macpherson, broker, with the assistance of twenty eminent merchants, factors, and others; likewise the course of exchange, the premiums of insurance to and from the most considerable places of trade," etc.

[2] Hudson also practically ignores Philadelphia in this phase of journalism, maintaining that the *Recorder*, founded in 1814, at Chillicothe, Ohio, was the first religious newspaper published in America. If, as has been asserted, a periodical to be a newspaper must be a folio, surely many of the leading ecclesiastical journals of the present day are not, as they are claimed to be, religious newspapers. Such a proposition is, however, simply an absurdity, and the *Religious Remembrancer* was none the less a religious newspaper from the fact that it was a quarto in form. That its scope was a broad one is observed from the fact that its publisher announced in its columns that its contents comprised "biographical sketches, theological essays, accounts of revivals of religion, missionary information, together with a great variety of other articles of an evangelical and ecclesiastical nature."

and cheap papers published in Boston and Philadelphia before and about that time. The *Bostonian* was one, the *Cent*, in Philadelphia, was another. The latter was issued by Christopher C. Cornwell in 1830. These and all similar adventures were not permanent." It is true that the *Cent* was not a permanent institution. Nor, for that matter, was the *New York Morning Post*, for Hudson himself candidly admits that "after the expiration of twenty-one days from the issue of the first number the *Morning Post* ceased to exist." While both publications were comparatively ephemeral, yet, as, according to Hudson's own admission, the *Cent* was issued in 1830, and the *Morning Post* was published in 1833, the latter surely was not "the first penny paper of any pretensions in the United States." The credit of furnishing the first daily newspaper published for one cent undoubtedly belongs to Philadelphia. The *Cent* had its inception in 1830, the publisher being Dr. Christopher Columbus Conwell,—not *Cornwell*, as the author of "Journalism in the United States" has it,—and the office of publication was in Second Street, below Dock. Dr. Conwell died in the summer of 1832.

In other phases of periodical literature besides news journalism Philadelphia has set the example. In January, 1741, Benjamin Franklin began here the publication of the first magazine established in America. It was entitled the *General Magazine and Historical Chronicle* "for all the British Plantations in America." In the same year another magazine had its inception in Philadelphia, entitled the *American Magazine, or a Monthly View of the British Colonies*, the publisher being John Webbe. Five years later, or in February, 1746, Christopher Saur, of Germantown, began the publication of the first religious magazine issued in America, namely, *Ein Schall und Geganschall der Wahrheit, und des Gesundten Verstandes Christliebender Seelen in Diesam Americanischer land theil.*

It would be an impracticable task to attempt to catalogue all the numerous instances in which Philadelphia ingenuity and capital have opened up original enterprises and inaugurated new departures in the realm of journalism.

"The details of history, in truth," as Sainte Beuve has said, "can only be gathered from a study of the immense and varied surface which the literature of newspapers presents." Therefore, it is but natural that as the "clever town, built by Quakers," bounded by Vine and South Streets and by the Delaware and Schuylkill Rivers, has become a vast city of one hundred and twenty-nine square miles, and as the handful of villagers of 1719 has grown to a population of nine hundred thousand, so the newspaper press of 1719, represented by the *American Weekly Mercury*, printed on a half-sheet of pot-size, has expanded to its existing proportions, there being at the present time two hundred and fifty periodical publications, from the daily to the quarterly, issued in Philadelphia.

The colonial press, so far as the province of Pennsylvania is concerned, began with Bradford's paper, the *American Weekly Mercury*. Five years later, on Dec. 24, 1728, was established the second newspaper in the colony, the *Universal Instructor in all Arts and Sciences and Pennsylvania Gazette*, by Samuel Keimer, that eccentric individual, the pedantry of whose character is indicated by the pedantry embodied in the title of his ambitious journal. Fortunately, however, within a year the *Universal Instructor* passed into the hands of Franklin & Meredith, its title became the *Pennsylvania Gazette* simply, and a career of great usefulness and prosperity was inaugurated. The impress of Franklin's individuality upon contemporary thought and action permits of no skepticism as to his pre-eminence in the possession of the genuine journalistic instinct. The third Philadelphia newspaper in the English language was *The Pennsylvania Journal and Weekly Advertiser*, established in 1742 by William Bradford, nephew of Andrew Bradford, of the *Mercury*. No other weekly newspaper in this language was published until 1767, when *The Pennsylvania Chronicle and Universal Advertiser* was first issued by William Goddard. The era was one prolific of German periodicals, those being the days of Christopher Saur, of Joseph Crellius, and of Henry Miller,—names which should be held in great respect by every one interested in the development of journalism and typography in this city. This was an epoch which was also especially rich, speaking comparatively, in magazine literature, no less than four such periodicals, besides three or more in German, having been established, namely: *The General Magazine and Historical Chronicle* (1741), by Benjamin Franklin; the *American Magazine, or a Monthly View of the British Colonies* (1741), by John Webb; *The American Magazine and Monthly Chronicle* (1757), by William Bradford; and *The American Magazine* (1769), by Lewis Nicola. The colonial press was quite conservative, but with the dawning of the Revolution it was obliged to assume a decisive tone in dealing with the pressing questions of national independence.

Two of the colonial newspapers, the *Pennsylvania Gazette* and the *Pennsylvania Journal*, were carried into and beyond the Revolutionary epoch. One of the two remaining, the *Mercury*, suspended publication in 1746, while the other, the *Pennsylvania Chronicle*, was discontinued in 1773. During the thirty years which may be said to comprise the Revolutionary era the *Pennsylvania Gazette* and the *Pennsylvania Journal* were important factors in the mirroring and the unfolding of passing events. *The Pennsylvania Packet or General Advertiser*, which had its inception in 1771, was the first newspaper established in the Revolutionary epoch. Its publisher, John Dunlap, was a man of varied abilities and broad enterprise, as was also his subsequent partner, David C. Claypoole. As already stated, this journal in 1784 developed in a daily paper, the first in America. The influence of the *Packet* during this time was incalculable. It was

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during this era, also, that were born, among others, *The Freeman's Journal, or The North American Intelligencer*, the *Independent Gazetteer*, *The Pennsylvania Mercury and Universal Advertiser*, the *Pennsylvania Evening Herald*, the *Philadelphia Gazette*, the *Gazette of the United States*, and *The Aurora*. It was in this period, also, that the following journalists of individuality and power, whether in the line of good or of evil, in addition to those already mentioned, made their appearance in the broadening newspaper arena: Robert Aitken, William Goddard, Francis Bailey, Hugh Henry Brackenridge, Eleazer Oswald, Daniel Humphreys, Mathew Carey, Andrew Brown (father and son), Thomas Paine, Samuel Relf, John Fenno, John Ward Fenno, Benjamin Franklin Bache, William Duane, Philip Freneau, James Carey, and William Cobbett.

Most of the journals established about the beginning of the present century were strong party organs, deeply interested in political discussion and action. Within the era continuing up to the close of the civil war three great wars were fought, and within the time also occurred those radical controversies over Native Americanism, Anti-Masonry, nullification, emancipation, secession, reconstruction, greenbackism, and kindred questions. Newspapers were founded with the especial object of defending some one of these issues. Indeed, the newspapers of America have made as well as unmade parties, have made and unmade administrations, have made and unmade policies, have made and unmade public officials, and in this work of construction and destruction the press of Philadelphia has played no minor *rôle*. Among the influential journals established during this period, the following may be enumerated: the *Portfolio* (1801), *Freeman's Journal* (1804), afterward the *Palladium*, *Commercial and Political Register* (1804), *Democratic Press* (1807) *American Sentinel* (1811), *Franklin Gazette* (1818), *National Gazette* (1820), *Columbian Observer* (1822), *Commercial Herald* (1827), *Pennsylvania Gazette* (1827), *Daily Chronicle* (1828), afterwards *Daily Courier*, *Pennsylvania Inquirer* (1829), *Pennsylvanian* (1832), *Public Ledger* (1836), *Spirit of the Times* (1837), *Pennsylvania Demokrat* (1838), *North American* (1839), *Daily Sun* (1843), *Evening Bulletin* (1847), *Daily News* (1848), *The Press* (1857), *The Age* (1863), and *Evening Telegraph* (1864). Among the editors of this era we may name Joseph Dennie, Charles Brockden Brown, William Jackson, John Binns, John W. Scott, Richard Folwell, Robert Walsh, Robert Morris, William McCorkle, Adam Waldie, Richard Bache, Eliakim Littell, Charles Alexander, Samuel C. Atkinson, John R. Walker, Jesper Harding, Robert T. Conrad, James Gordon Bennett, John S. Du Solle, Louis A. Godey, Joseph C. Neal, Morton McMichael, George R. Graham, Joseph R. Chandler, Dr. Robert M. Bird, John Jay Smith, Charles J. Peterson, Joseph R. Flanigan, Edgar Allen Poe, William F. Small, William M. Swain, A. S. Abell, Azariah Simmons, Edmund Morris, Russell Jarvis, Alexander Cummings, Joseph M. Church, Philip R. Freas, Charles G. Leland, Gibson Peacock, John W. Forney, George W. Childs, Charles J. Biddle, John Russell Young, James R. Young, Charles E. Warburton, W. W. Harding, Washington L. Lane, Joseph Sailer, L. Clarke Davis, William V. McKean, James Elverson, Robert S. Davis, and a host of other names equally suggestive of brilliant journalistic achievement.

After the close of the war the class of special journals devoted to the interests of particular trades or professions was greatly multiplied. The following list of such publications established since the war is illustrative: The *Agents' Herald*, the *American Journal of Photography*, the *American Silk and Fruit Culturist*, the *Band Journal*, the *Banjo and Guitar Journal*, the *Barbers' National Journal*, the *Brewers' and Dealers' Journal*, the *Bullion Miner and Coal Record*, the *Carpenter*, the *Carpet Journal*, the *Carriage Monthly*, the *Caterer*, the *Clerk*, the *Coin Collectors' Herald*, the *Confectioners' Journal*, the *Hammer*, the *Hosiery and Knit Goods Manufacturer*, the *Ice Trade Journal*, the *Iron*, the *Printers' Circular*, the *Real Estate Reporter*, the *Sugar Beet*, the *Textile Colorist*, the *Thoroughbred Stock Journal*, and the *Tobacconist*.

While the press of Philadelphia, during its one hundred and sixty-five years' history, has made emphatic progress, not only in numbers and in scope, but in material influence and prosperity, yet it has, perhaps, made even greater advancement in tone and *morale*. It is true that modern journalism is not devoid of a personal tendency; but something of astonishment would surely be engendered were such an article as the following duplicated in any newspaper at the present day. Mathew Carey, in 1800, thus pays his respects to William Cobbett:

"Wretch as you are, accursed by God, and hated by man, the most tremendous scourge that hell ever vomited forth to curse a people by sowing discord among them, I desire not the honor or credit of being abused or vilified by you. I have not leisure to attend to a controversy, unless I am driven to recommence the trade of newspaper printing, and make a profession of scribbling. This, if I cannot escape your coarse, low-lived abuse, I shall certainly and infallibly do; and then I will hold you up to the execration of mankind.

"But no! I will never disgrace my paper with your detested name. Callous and case-hardened, you draw subsistence from your infamy and notoriety. 'Hissed and hooted by the pointing crowd,' you care not, provided you can amass money enough to secure you a competence at the close of your dishonorable career. But your writings I shall so cut up and strip of their sophistry as to make even 'Folly's self to stare,' and wonder how she could possibly have been so long duped by you. . . . To send a challenge to a blasted, posted, loathsome coward . . . would sink me almost to a level with yourself."

The extreme violence and virulence of this tirade is measurably mitigated, when one considers how richly the object of it deserved the severest denunciation. Cobbett was an acrimonious and vituperative writer, great in invective and abuse, and was wont to attribute the basest motives to his opponents. He quarreled with every newspaper proprietor and almost every prominent man in the city, and was prosecuted

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for libel by Dr. Rush, who recovered five thousand dollars damages against him. He then quitted the country in disgust, and occupied the rest of his life in abusing America and Americans. In his "Farewell to America," published in 1800, he says,—

"When people care not two straws for each other, ceremony at parting is mere grimace; and as I have long felt the most perfect indifference with regard to a vast majority of those whom I now address, I shall spare myself the trouble of a ceremonious farewell. . . . With this I depart for my native land, where neither the moth of Democracy nor the rust of Federalism doth corrupt, and where thieves do not with impunity break through and steal five thousand dollars at a time."

A quarter of a century afterward there had been but a meagre improvement in the tone of editorial discussion prevailing among Philadelphia journalists. The *Columbian Observer* of April 1, 1825, contains the following comment: "Speaking of the newspapers of Pennsylvania, a lunatic editor in Ohio solemnly affirms that 'to procure fit editors for them, every *sink of infamy has been raked to the bottom!*' This fellow is a *Clayite*, and their minds all incline to think of *dirt*, *filth*, and *infamy*, a very *natural* propensity in them. It seems he does not even except Walsh from the mad denunciation. The editors of Ohio are all manufactured by a *steam-engine*, and come out *finished gentlemen* at the first turn of the wheel!"

Eight years later, or on July 12, 1833, the *Pennsylvanian* quotes from a morning contemporary as follows: "A paper of this city denounces a contemporary as a hack, vilifier, a gladiatorial calumniator, who stabs reputations for pay and destroys character at the turning of his employers' thumbs." But the days of *Porcupine's Gazette* and of "Peter Porcupine" are over. The era of *The Tickler* and of "Toby Scratch'em" is an obsolete one. *The Tangram; or, Fashionable Trifler*, and "Christopher Crag, Esq., his Grandmother and Uncle," have passed from the journalistic arena. *The Luncheon*, "boiled for people about six feet high, by Simon Pure," is no longer served. The *Independent Balance*, and "Democritus, the younger, a lineal descendant of the Laughing Philosopher," and "Simon Spunkey, Esq., duly commissioned and sworn Regulator, Weighmaster, and Inspector-General," are not now encountered. The *Spy in Philadelphia* has ceased its avocation. The journalism of the present is none the less vigorous and pungent than was the journalism of a half-century or a century ago, but it is characterized by a business-like seriousness, stability, and impersonality which were comparatively unknown two or three generations since.

Not only have the tone and morals of the press visibly improved within the last half-century, but the liberty of the press has also been palpably broadened. Perhaps the one is the natural concomitant of the other,—that is to say, as journalism has narrowed itself, or has been narrowed, so far as its license to criticise and denounce has been concerned, perhaps its liberty of legitimate action has, in consequence, been sensibly extended. It was well enough for "Democritus, the younger, a lineal descendant of the Laughing Philosopher," in his conduct of the *Independent Balance*, to announce as his motto this language of Junius, "Let it be impressed upon your minds, let it be instilled into your children, that the liberty of the press is the palladium of all the civil, political, and religious rights of freemen." But his "liberty of the press" had simply in view the same purpose which actuated his more candid successor in the conduct of the *Balance*, "Simon Spunkey, Esq., duly commissioned and sworn Regulator, Weighmaster, and Inspector-General," who substituted this Shakespearean motto for that of his predecessor, "I claim as large a charter as the wind, to blow on whom I please."

At the inception of journalism in Philadelphia the provincial authorities looked with a jealous eye upon the startling innovation. On the 2d of January, 1721, the following paragraph appeared in the *American Weekly Mercury*: "Our General Assembly are now sitting, and we have great expectations from them, at this juncture, that they will find some effectual remedy to revive the dying credit of this province, and restore us to our former happy circumstances." Surely no statement could be more innocent or placid in its phraseological construction! But the commotion created by it was astonishing. The following excerpts from the proceedings of the Provincial Council are self-explanatory:

"January 19, 1721.—Upon a motion made that Andrew Bradford, printer, be examined before this board concerning the publishing of a late pamphlet, entitled 'Some Remedies proposed for Restoring the sunk Credit of the Province of Pennsylvania,' as also of the *Weekly Mercury* of the second of January instant, the last paragraph whereof seems to have been intended as a reflection upon the credit of this province: It is ordered that he, the said printer, have notice to attend this board at the next meeting of Council.

"February 1, 1721.—The board being informed that Andrew Bradford, the printer, attended according to order, he was called in and examined concerning a late pamphlet entitled, 'Some Remedies proposed for Restoring the sunk Credit of the Province of Pennsylvania;' whereupon he declared that he knew nothing of the printing or publishing the said pamphlet: and being reprimanded by the Governor for publishing a certain paragraph in his newspaper called the *American Weekly Mercury*, of the second of January last, he said it was inserted by his journeyman, who composed the said paper, without his knowledge, and that he was very sorry for it, and for which he humbly submitted himself, and asked pardon of the Governor and the board; whereupon the Governor told him that he must not, for the future, presume to publish anything relating to or concerning the affairs of this Government, or the Government of any other of his Majesty's colonies, without the permission of the Governor or Secretary of this province for the time being; and then he was dismissed and the Council adjourned."

Subsequently there appeared in the *Mercury* the following paragraph in one of a series of essays, over the signature of "Busybody," a *nom de plume* of Benjamin Franklin, *apropos* of an approaching annual election:

"To the friends of liberty firmness of mind and public spirit are absolutely requisite; and this quality, so essential and necessary to a noble mind, proceeds from a just way of thinking that we are not born for ourselves alone, nor our own private advantages alone, but likewise and principally for the good of others and service of civil society. This raised the genius of the Romans, improved their virtue, and made them protectors of mankind. This principle, according to the motto of these papers, animated the Romans, Cato and his followers, and it was impos-

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sible to be thought great or good without being a patriot; and none could pretend to courage, gallantry, and greatness of mind without being first of all possessed with a public spirit and love of their country."

The effect of the publication of this simple abstraction was of so emphatic a character that the Governor and Council ordered Bradford, the publisher, to be arrested and committed to prison. Upon this occasion Bradford displayed less of obsequiousness than he had previously exhibited, and, having shown a disposition not to acquiesce in the mandates of the authorities, he escaped further molestation. Since that remote period the history of Philadelphia journalism has undergone a diversity and multiplicity of experiences. Contests between the press and public officials have been numerous. Libel suits, some of vast magnitude and some of petty import, are found in our court reports in every decade. Through all these years the press has battled for a larger liberty. As a result of all this, and as a striking contrast from the action of the Provincial Council of 1721, the sovereign people of Pennsylvania have engrafted into the constitution of the commonwealth the following fundamental principle:

"The printing-press shall be free to every person who may undertake to examine the proceedings of the Legislature or any branch of government, and no law shall ever be made to restrain the right thereof. The free communication of thoughts and opinions is one of the invaluable rights of man; and every citizen may freely speak, write, and print on any subject, being responsible for the abuse of that liberty. No conviction shall be had in any prosecution for the publication of papers relating to the official conduct of officers or men in public capacity, or to any other matter proper for public investigation or information, where the fact that such publication was not maliciously or negligently made shall be established to the satisfaction of the jury."

As in every other large city, the number of newspapers that have died out in Philadelphia is incredible to those who have not made an examination of the subject. In its issue of Sept. 26, 1837, the *Public Ledger* thus refers to a number of rivals which had collapsed shortly before that date: "*The Times* had no time to breathe, for it died almost as soon as born; the *Morning Post*, that posted to its grave as rapidly as if it were an express post; the *Transcript*, that did nothing but *transcribe*, *for it* could not reach originality, and transcribed nothing worth reading; the *Eagle*, that seemed more like a screech owl, and never got fledged enough to fly; the *Commercial Pilot*, that actually ran upon the rocks and got shipwrecked in putting to sea; the *Plain Truth*, that told nothing but lies."

Of the newspapers established in the last century, not one is now in existence, although *The North American*, founded in 1839, afterward absorbed or was consolidated with two journals which had their inception prior to 1800. Moreover, of the nineteen daily papers now published in Philadelphia, not one was established in the first quarter of the present century. Indeed, the oldest of the daily papers now published in this city, estimating their origin from the year of their foundation under their present commonly-accepted titles, is *The Inquirer*, which was first issued on June 1, 1829. But the history of Philadelphia journalism can be intelligently understood only when considered in detail.

The American Weekly Mercury.—The first newspaper printed in Philadelphia, or in the province, was issued Dec. 22, 1719. It appeared on a half sheet, of pot size, and bore the imprint, "Philadelphia: Printed by Andrew Bradford, and sold by him and John Copson." In 1721 Copson's name was omitted, and the imprint altered to "Philadelphia: Printed and sold by Andrew Bradford at the Bible in Second Street, and also by William Bradford in New York, where advertisements are taken in." This paper probably served for both cities, no newspaper having been printed in New York until October, 1725; the *New York Gazette* was established by William Bradford, and his name as vender of the *Mercury* in that city was omitted in the following December.

The *Mercury* sometimes appeared on a whole sheet of pot, in type of various sizes, as small pica, pica, and English. It appeared weekly, generally on Tuesday; but the day of publication was varied. Price, ten shillings per annum. Editorial matter seldom appeared, and so little notice was taken of passing events in the city, with which at that time everybody was supposed to be acquainted, that little information with regard to local affairs is to be found in the paper. It was principally made up of extracts from foreign journals, several months old, with a few badly-printed advertisements. Two cuts, coarsely engraved and intended as ornaments, were placed at the head, one on each side of the title. That on the left was a small figure of Mercury, represented on foot, with extended wings, and bearing his caduceus. The other was the representation of a postman, riding at full speed. These cuts were sometimes shifted, and for the sake of variety Mercury and the postman exchanged places.

Andrew Bradford died in the year 1742. His widow, Cornelia Bradford, assumed the publication of the *Pennsylvania Mercury*, but shortly afterward entered into partnership with Isaiah Warner. The latter withdrew from the concern in 1744. Mrs. Bradford published the paper until the end of 1746, about which time it was discontinued.

The Universal Instructor in all the Arts and Sciences and Pennsylvania Gazette was the second newspaper established in the province. It was issued December 24, 1728, by Samuel Keimer, who had come to Philadelphia in 1722, and either brought type with him or succeeded to that which was already here in use by Jacob Taylor or others.

Benjamin Franklin, who came to Philadelphia some time in 1723, applied to Andrew Bradford for work. The latter having nothing for him to do, William Bradford, of New York, the father of Andrew, who happened to be in Philadelphia, took him to Keimer.

That Franklin's unfavorable opinion of his early

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employer, as shown in his autobiography, was well grounded is shown by the following incident: In 1725, Keimer published Taylor's Almanac, into which he seems to have interpolated some of his own impertinences. Aaron Goforth, Sr., immediately afterward published in the *Mercury* an advertisement, in which he called it "a lying Almanac, set out to reproach, ridicule, and rob an honest man of his reputation, and strengthening his adversaries; and not only so, but he hath notoriously branded a gospel minister of the Church of England with ignominious names for maintaining gospel truths. . . . This man's religion consisteth only in the beard and his sham keeping of the seventh-day Sabbath, following Christ only for loaves and fishes." Goforth wound up by an intimation that if Keimer did not "condemn what he had done, and satisfy the abused, he may expect to be prosecuted." Joseph Taylor, the author of the Almanac, also considered himself very much injured, and in January, 1726, he printed a very severe attack upon his publishers, in which he sneered at Keimer's abilities, particularly his school for the blacks, his beard, and his seventh-day profession. This was partly in verse, and in a portion of the composition was very coarse.

Taylor's reference to Keimer's beard and sabbatic notions is thus explained by Franklin (in his previously-quoted autobiography): "Keimer wore his beard at full length because somewhere in the Mosaic law it is said, 'Thou shalt not mar the corners of thy beard.' He likewise kept the seventh-day Sabbath; and these two points were essentials with him."

Soon after 1725, Andrew Bradford, who continued the publication of the *American Weekly Mercury*, and had at his command nearly all the printing business of the province, began to meet with more steady opposition. Keimer still kept up his printing-office, and managed to do a little business, although he eked out his profits by some means not strictly professional.

After a publication of *The Universal Instructor* for nine months, during which time it had only ninety subscribers, Keimer was involved in debt, and, being unable to continue the paper, he made arrangements to sell it to David Harry, another printer; but the latter, having first assented to the transfer, afterward declined, whereupon Franklin and Hugh Meredith, by subscribing a small sum, obtained possession, and the *Universal Instructor* was resigned to them. It was now published by Franklin and Meredith, who expunged the first part of the title, and called it the *Pennsylvania Gazette*, "containing the freshest advices, foreign and domestic." It appeared twice a week, at ten shillings per annum, on a whole or a half sheet of "pot," as occasion required. The energy and industry of Franklin, and the improvement in the character of the paper, excited public interest, and soon brought the new establishment into notice. They were appointed printers to the General Assembly. They likewise printed a number of books, among which was a folio edition of the "History of the Quakers," principally intended for the use of members of that society. Of this work Franklin set up the type for a sheet daily, while Meredith did the press-work.

Franklin continued the *Pennsylvania Gazette* with Hugh Meredith until some time in 1732, when the partnership was dissolved, and the former continued the business on his own account. He opened a shop for the sale of stationery, did something at bookbinding and bookselling, and, by means of his industry and economy, soon paid his debts, and began to accumulate property. Until his appointment as postmaster the circulation of his paper was not equal to that of Bradford's *Mercury;* but soon after he obtained that office the number of his subscribers greatly increased, and the *Gazette* became very profitable. He continued in business without a partner for fifteen years; but in the beginning of 1748, being much engaged in public affairs, he formed a connection with David Hall, under the firm of B. Franklin & D. Hall. Their establishment was well conducted and lucrative, the paper having a large circulation, and the business of the printing-house being extensive and profitable.

In 1765, Franklin sold his interest in the office to Hall, and the next year the paper was printed by Hall and William Sellers, who continued the business as Hall & Sellers. The *Pennsylvania Gazette* continued its issues regularly under these proprietors until a short time before the occupation of Philadelphia by the British. The last number of this paper published before the capture of the city was dated Sept. 10, 1777, and was numbered 2533. During the occupancy, and for some months afterward, the publication of the paper was suspended. No. 2534 was published at Philadelphia on Jan. 5, 1779, and from that time the publication went forward regularly.

It was still published by Hall & Sellers in 1800, at No. 51 Market Street. This firm was dissolved about 1805. Hall continued the publication alone until about 1810, when the firm of Hall & Pierie (George W. Pierie) was established. About the year 1815 or 1816 the firm of Hall & Pierie was dissolved, and Hall & Atkinson became the publishers of the *Pennsylvania Gazette.* Samuel C. Atkinson, who became a member of this firm, continued with it until after the death of David Hall, which occurred May 27, 1821. The business of the paper survived to Mr. Atkinson, who took into partnership with him Charles Alexander. Atkinson & Alexander at once determined upon a revolution in the character of the paper, and the partners proceeded to build up a new business on the venerable foundation of the *Pennsylvania Gazette.* They at once issued proposals for the publication of a new weekly paper, to which they gave the name of the *Saturday Evening Post.* The first number was issued Aug. 4, 1821. It was published at the price of two dollars a year, payable half-yearly

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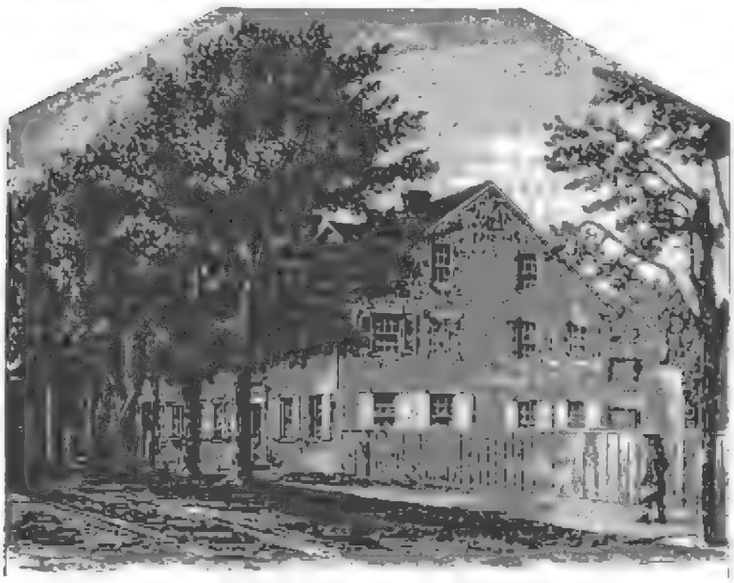
in advance, or three dollars at the end of the year. The proprietors were young men, and were ambitious. They endeavored to make their paper of interest to all classes, encouraged rising genius, which hurried to see itself in print in the "Poet's Corner" or in the story columns, gave some attention to news, foreign as well as domestic, and eschewed all politics. It was a paper for the family, and although some particular attention was paid to local matters, there was sufficient variety of general intelligence to interest persons not resident in Philadelphia. Thus by judicious attention to business the paper became popular, and gained a large circulation, so that there was in time no portion of the United States into which the *Post* did not penetrate. The editor of the *Post* was Thomas Cottrell Clarke.[1]

Der Hoch Deutsch Pennsylvanische Geschicht Schreiber, oder Sammlung Wichtiger Nachrichten aus dem Natur und Kirchen Reich, which is, translated literally, *The High Dutch Pennsylvania Historiographer, or Collection of Important Intelligence from the Kingdom of Nature and the Church*, was issued on the



CHRISTOPHER SAUR'S HOUSE, GERMANTOWN.
[From a picture in the Philadelphia Library.]

20th of August, 1739, by Christopher Saur,—modernized Sower,—of Germantown, as a quarterly journal. According to the statement in this paper, its object was to collect foreign and domestic news; and it also promised to furnish questions addressed to serious minds, with proper answers thereto. It is said that the type for this journal was cast by Saur, who also made his own ink. In that case, the type was the first cast in America. This paper was after a time changed to a monthly publication. In 1744 it was issued weekly, and was called *Der Germantauner Zeitung*. It became a paper of much influence, and was printed and published up to the time of the Revolutionary war; but it was discontinued before the close of that contest.

The General Magazine and Historical Chronicle "for all the British Plantations in America," the first magazine established in America, was commenced by Franklin in January, 1741. The title-page contained the Prince of Wales' feathers and the motto "Ich dien." This publication was continued for about six months, but not meeting with sufficient patronage, it was discontinued.

The American Magazine, or a Monthly View of the British Colonies, also appeared in 1741, being published by John Webbe, who had engaged Bradford to print the work. The prospectus of this magazine, which appeared in Bradford's *Mercury* Nov. 6, 1740, gave offense to Franklin, who alleged that it had been previously engaged to him, which Webbe denied, but acknowledged that some conversation had taken place between him and Franklin on the subject, and that Franklin had given him, in writing, a statement of the terms on which he would print and publish the work. A spirited paper controversy ensued, in which Franklin, Webbe, and Bradford took part. In consequence of this dispute, Franklin established the magazine above mentioned, and had the first number out about a month before Webbe could issue his. The latter was a foolscap octavo of forty-eight pages, at twelve shillings per annum. Only two or three numbers were published.

The Pennsylvania Journal and Weekly Advertiser, the third Philadelphia newspaper in the English language, was established in 1742. William Bradford, a grandson of the first William, and nephew of Andrew Bradford, of the *American Weekly Mercury*, was a partner with the latter for a short time; but he went to England in 1739, returned in 1742, and set up the paper above named. The first number was published December 2d. In 1766 he took his son Thomas as a partner, and the publication of the *Pennsylvania Journal* was continued by William and Thomas Bradford. After the establishment by Bradford, in 1754, of the London Coffee-House, at the southwest corner of Front and Market Streets, the publication-office of the *Journal* was removed to that building. The London Coffee-House being the great commercial centre until the establishment of the City Tavern, the office of the *Journal* was in an excellent situation for news and business, and the paper seems to have flourished. William Bradford also opened, in the same house, in 1762, a marine insurance office, in company with Mr. Kidd, where much business was done. The *Pennsylvania Journal* was continued until some time in September, 1777. No attempt was made to publish it during the British occupation of the city, nor until after the evacuation. The paper was revived at the

[1] For a further sketch of this offspring of the *Pennsylvania Gazette*, see notice of the *Saturday Evening Post*, in succeeding pages.

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beginning of December, 1778, and from that time it was published regularly by William and Thomas Bradford until the death of Col. William Bradford, which occurred Sept. 25, 1791. After that event Thomas Bradford, son of William, continued the paper.

The title of the *Pennsylvania Journal* was changed to the *True American* in 1797, and in the early part of 1800 it was published by Thomas Bradford, son of William, at No. 8 South Front Street. It was soon afterward issued daily by Samuel F. Bradford. On July 1, 1800, notice was given that the paper would thereafter be published by Thomas Bradford, the father of Samuel F. Bradford. In November, 1813, James Elliott and Thomas T. Stiles bought the *True American and Commercial Advertiser* from Thomas Bradford. On the 9th of March, 1818, the *True American* was united with the *United States Gazette*. The two papers were called The *Union and United States Gazette, or True American*. Enos Bronson and Thomas Smith became proprietors. Smith and Ebenezer Cummins had purchased the *True American* before that time of Bradford, and published it at No. 92 South Front Street.

Wm. Bradford

The German Pennsylvania Journal is believed to have been the title of a newspaper in the German language which was printed in Philadelphia as early as 1742. It was published by Joseph Crellius, who, as appears from an advertisement, also kept a winter evening German school.

Ein Schall und Geganschall der Wahrheit, und des Gesundten Verstandes Christliebender Seelen in Diesam Americanischer land theil, the first religious magazine established in this country, was commenced in February, 1746, by Christopher Saur, of Germantown. This magazine soon took the monthly form, but after a time was discontinued.

Subsequently Christopher Saur, Jr., commenced a new serial of the same kind in German, which was entitled, *Das Geistliche Magazin oder dus den schatzen der schriftgelehrten zum himmelreich gelehrt das gereichtes altes unt Neues*. This magazine was continued for a number of years, and was published strictly in accordance with the promised plan. Saur's press was very active in producing almanacs, newspapers, and other publications in English and German. He employed two or three mills in manufacturing paper, cast his own type, made his own printers' ink, engraved his own wood-cuts, and bound his own publications.

The High Dutch Gazette (so called in English newspapers) was published in Philadelphia during the quarter of a century beginning with 1750. But very little is known in relation to it.

The German and English Gazette was established in 1751. In the *Pennsylvania Gazette* of September, 1751, there is a notice of a "*German and English Gazette*, containing the freshest advices, foreign and domestic, with other entertaining and useful matters in *both languages*, adapted to the convenience of such as incline to learn *either*. Printed at the *German Printing-Office*, in Arch Street. Price, five shillings per annum." This printing-office was then kept by Gotthardt Armbruster.

A society having been formed in London for the purpose of "promoting religious knowledge among the German emigrants in Pennsylvania," they established a German printing-office in Philadelphia for the publication of school-books and religious tracts in that language as early as the year 1755, or perhaps before that time. A newspaper was also published at this establishment in order to communicate political and general information to the German inhabitants.

The American Magazine and Monthly Chronicle, for the British colonies, was issued by William Bradford, at the corner house at Front and Market Streets, October, 1757. It purported to be issued "by a society of gentlemen," and the motto was "*Veritatis cultores, fraudis inimici*." The vignette represented an Indian leaning upon his gun. Upon one side of the Indian was a gentleman proffering him a roll of goods and the Holy Bible. On the other side another gentleman held in one hand a hatchet. The motto was "*Prævalebit æquoir*." This periodical was principally devoted to political matters, literary discussions, and poetry. It was discontinued Nov. 14, 1758.

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Der Wochentliche Philadelphische Staatsbote was first published by Henry Miller in January, 1762. It appeared weekly, printed on a whole or a half-sheet of foolscap, as occasion required; but it was afterwards enlarged to a crown sheet, and next to a demy. After being published about six years the title was changed to *Der Pennsylvanischer Staatsbote*, and the paper was continued until the British army took possession of Philadelphia, in 1777. On the retiring of the British troops from the city the publication was resumed, and was continued until 1779, when the publisher retired from business.

The Pennsylvania Chronicle and Universal Advertiser, "containing the freshest advices," appeared on Jan. 6, 1767. It was published by William Goddard at ten shillings per annum. It had four columns to a page, instead of three, as had hitherto been the practice. For two out of three years it was printed in quarto form, and the fourth year it returned to folio, which was the original form in which it had been printed. Joseph Galloway and Thomas Wharton were said to be secret partners of Goddard in this enterprise. But this partnership did not continue for a very long time. The partners quarreled and separated, and Goddard turned his batteries in the *Chronicle* upon Galloway, who was abused through the columns of the paper which he had helped to establish, in a manner that must have been very unpleasant. This paper was discontinued in February, 1773, and Goddard removed to Baltimore, where he established the *Maryland Journal*, the first newspaper published in that town.

The American Magazine, an octavo of forty-eight pages, was established by Lewis Nicola, in the beginning of 1769, and was published monthly throughout the year, expiring with the December number. Nicola was a native of France, educated in Ireland, and had quitted the British army, in which he held some appointment. He became warmly attached to the American cause, wrote some treatises on military subjects about the commencement of the Revolution, and became an officer in the army. He was town-major of Philadelphia during the Revolutionary war, and was appointed by Congress to the command of the corps of invalids. He was a member of the American Philosophical Society, and published their transactions in his magazine during its continuance.

The Penny Post, containing fresh advertisements and useful hints, etc., was first issued on Jan. 9, 1769, and was printed and sold by Benjamin Mecom, opposite the Presbyterian meeting-house on Arch Street. It was published on Monday, Wednesday, and Friday. The number for January 20th had between the letters of its heading a crown, with the motto beneath it, "*E Pluribus Unum.*" The next number, which was issued on January 27th, had the plain head without the crown and motto. This was the last number of the journal which has been preserved, and was most probably the last number issued.

The Pennsylvania Packet, or General Advertiser, was first issued on Monday, Oct. 28, 1771, by John Dunlap. It was a small folio sheet, the printed page measuring nine by fifteen inches, and having three columns. The motto—then considered almost indispensable to a newspaper—was from Juvenal, "*Quicquid agunt Homines, nostri est Farrago Libelli,*" which may be freely translated, "Whatever men do, is the burden of our speech." The imprint was as follows: "Printed by John Dunlap, at the Newest Printing Office, in Market Street, where subscriptions, at ten shillings per annum, advertisements, etc., are thankfully received for this paper."

This "newest printing office" was located on Market Street, third house east of Second, opposite what was then, and for many years afterward, known as the Jersey Market, which occupied the middle of the street. The paper was to be published weekly.

In his announcement the publisher stated that the liberal encouragement he had received enabled him to issue the *Packet* much sooner than he had anticipated, and that this number, *accompanied by a supplement of two pages*, was ample evidence that his undertaking received hearty support from the business men of Philadelphia.

The reading matter in the first number of the *Packet and Advertiser* consisted of the prospectus, communications, extracts from foreign papers, and news from London of the date of September 2d. Not a line of local news or of editorial matter appeared in the paper, nor, indeed, in any of the papers of that time. The ship-news consisted of a list of thirty-four vessels entered, eleven outward, and ten cleared.

At the beginning of its third year the *Packet* was enlarged, so that the printed page measured eleven by eighteen inches. During the Revolution it was reduced to its original size, but again enlarged to the above dimensions in 1783.

This journal warmly supported the cause of the colonies against Great Britain, and in 1775–76, when it was published semi-weekly, postscripts—answering to the extras of to-day—were issued whenever important news was received from abroad or from the other colonies. Though this showed considerable enterprise, the slowness with which important matters were laid before the public in those days is illustrated by the fact that "A Declaration by the Representatives of the United Colonies of North America, now met in General Congress at Philadelphia, setting forth the Causes and Necessity of their taking up Arms," which was adopted July 6, 1775, did not appear in the *Packet* until the 10th of that month.

While the British army occupied Philadelphia, in 1777–78, Dunlap published the *Packet and Advertiser* at Lancaster, but returned to Philadelphia on the 17th of June of the latter year. On the 4th of July he published an editorial—very rare in those days—on the evacuation of the city by the British troops. It marks a feature of the newspaper press of that time,

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that the publisher never alluded in the *Packet* to his enterprise in removing his office and publishing his paper while the city was occupied by the enemy, nor to his return at the earliest day possible.

About this time Mr. Dunlap associated with himself David C. Claypoole, who had been his apprentice, and the firm became Dunlap & Claypoole. Subsequently the paper was published by Claypoole alone, though it is likely that Dunlap still retained his interest, since the old firm-name of Dunlap & Claypoole reappeared on the 21st of September, 1784, when the *Packet*, which had before been issued tri-weekly, was converted into a daily, *being the first daily newspaper printed on this continent.* Here again the provoking reticence of the publishers on personal matters is to be noted. *The first daily newspaper had not a word to say for itself!* The title was shortly afterward changed to *American Daily Advertiser.*

From 1791 to 1794 the paper was published by Dunlap alone, when Claypoole again became his partner. In December, 1795, he finally withdrew.

John Dunlap, whose name is thus prominently and honorably associated with the press of Philadelphia, was born at Strabane, County Tyrone, Ireland. When about eight years old he came to America to live with his uncle, William Dunlap, who had emigrated from Ireland, learned the art of printing under William Bradford, and was at that time in business at Lancaster. William Dunlap subsequently removed to Philadelphia, and opened a printing-office and book-store. Turning his attention to divinity, he was ordained in the Church of England, and became an Episcopal clergyman in Virginia. When this took place, in 1768, he sold his printing-office to his nephew—then about twenty years old—to be paid for in installments. John Dunlap prosecuted the business vigorously, and was a prominent printer and publisher before he began the *Packet and Advertiser*, in 1771. He was made printer to Congress, and in that capacity was the first publisher of the Declaration of Independence, to the principles of which he subscribed with pen, purse, and service. In 1780 he contributed four thousand pounds to supply provisions for the American army. He was a member of the First Troop of Philadelphia Cavalry, and served with distinction first as cornet and afterward as lieutenant. Toward the close of the war he became captain of his troop. He rendered efficient service in the suppression of the Whiskey Insurrection in 1799, during which he held the rank of major, and commanded a considerable body of cavalry. By his talents, industry, and business tact, Mr. Dunlap acquired a large fortune. He purchased an estate in Virginia, and, through the friendship of Governor Randolph, obtained a patent for ninety-eight thousand acres of land in Kentucky. He also owned much property in Philadelphia, including the square of ground between Chestnut and Market and Eleventh and Twelfth Streets, which he sold to Stephen Girard.

Mr. Dunlap was an honored citizen, an upright, honest, and liberal man. In one of his houses Robert Morris found a free home in his adversity, and there closed his days. In politics he was a stanch Federalist, a name which is often regarded as a term of reproach, but which in his time was proudly assumed by many of the wisest and best in the land; representing, as they claimed, the principles upon which Washington had placed the welfare of the country. Capt. Dunlap died on the 27th of November, 1812, in the sixty-sixth year of his age, and was buried with the honors of war, in Christ Church graveyard, Fifth and Arch Streets.

After Mr. Dunlap withdrew from the *Advertiser*, at the close of 1795, it was published by David C. and Septimus Claypoole, under the title of *Claypoole's American Daily Advertiser.* Septimus died Dec. 31, 1798, and the paper was continued by David C. Claypoole until Sept. 30, 1800, when he sold it to Zachariah Poulson, Jr., for ten thousand dollars.

Mr. Claypoole was said to be a descendant of Oliver Cromwell, whose daughter married Lord General Claypoole. He was a gentleman of the old school, copying closely the manners of his master, and afterward partner, John Dunlap. He was much respected for his sterling worth by the community in which he lived to attain the age of ninety-two. He died in 1849. Mr. Claypoole, as the publisher of the official paper of the government, printed Washington's Farewell Address from the original manuscript, which was subsequently presented to him by its author. This he reverently cherished, and after his decease it was purchased by James Lenox, of New York, as a most desirable addition to his extensive collection of rare and valuable books and manuscripts, which is unequaled in this country.

On purchasing the *Advertiser*, Mr. Poulson removed the office to his residence, No. 106 Chestnut Street, opposite the Bank of North America, at which place he continued the publication for more than thirty-nine years. It appears that he had intended to establish a distinct paper, for in his introductory he trusts that "to those gentlemen who have subscribed to the *Observer*, the relinquishment of the title, and the alteration of the time of publication, will be no serious objection."

Under Poulson's management the *Advertiser* was prosperous and profitable. Never attaining a very large circulation—indeed, large circulations were for the greater part of his time unknown—it was essentially an *advertiser;* averaging about twenty-two columns of advertisements to six columns of reading matter. This proportion was kept up until the last number. It was several times enlarged; finally to a seven-column paper, the printed page measuring sixteen and three-quarters by twenty-one and a half inches.

Never brilliant, the *Advertiser* was always respectable. The esteem with which it was regarded by the

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public is fairly set forth in the following extract from Watson's "Annals of Philadelphia:"

"It is more properly municipal and domestic than any other [newspaper] which we know. It seems composed to suit the family-hearth and fireside comforts of good and sober citizens, never flaunting in the gaudy glare of party allurements; never stained with the ribaldry and virulence of party recrimination. It is patriarchal—looking alike to the wants and benefits of *all* our citizens as common children of the same city family. It is, in short, a paper like the good old times from which it has descended, and like the people of the former days—its recent most numerous readers—it carries with it something grave, discriminating, useful, and considerate."

The *Advertiser* was a Whig journal, and the last number flew the flag of Harrison and Tyler for President and Vice-President. Mr. Poulson was seventy-eight years old, and for some time had been in feeble health, when, on the 28th of December, 1839, he bade farewell to journalism in these simple yet touching words:

"*To the Friends of the American Daily Advertiser:*

"The want of health and other causes have, of late, frequently admonished the subscriber to relinquish the labors and responsibilities attending the publication of a daily paper; and as John Poulson, his eldest son—who has spent the greater portion of his days in cheerfully aiding as an assistant, and, during the long affliction of his father as sole editor—declines retaining the establishment, the respect and gratitude which the subscriber feels for the present subscribers to the *American Daily Advertiser*, many of whom have for a number of years honored his subscription-list with their names, has induced him to select successors who have not only an ardent inclination but the ability and means of continuing the publication of the paper to their entire satisfaction.

"With this object in view, he has transferred the said establishment (the first newspaper which appeared daily on the American continent) to Messrs. S. C. Brace and T. R. Newbold, who now publish a highly respectable daily paper, and conducted on the same plan, denominated the *North American*, in connection with which the said *American Daily Advertiser* will from this day be published. . . .

"ZACHARIAH POULSON,

"Who for more than thirty-nine years has been its proprietor."

Mr. Poulson was born in Philadelphia, in 1761, and died July 31, 1844, at his residence on Chestnut Street, where for so many years he had conducted his newspaper. He was a practical printer, having learned the art of Joseph Crukshank, celebrated in his day for the excellence of his productions. His father, Zachariah Poulson the elder, was a Dane, who came to Pennsylvania with his father, when twelve years of age, and became an apprentice to Christopher Saur, the second, at Germantown, who, like *his* father, was a printer of celebrity.

Zachariah Poulson, Jr, engaged in business on his own account at an early age, and was for many years printer to the Senate of Pennsylvania. He published many works prior to purchasing the *Advertiser*, some of them—as Proud's "History of Pennsylvania"—of considerable importance. He was an active citizen in all matters calculated to improve or benefit the community in which he lived, and prominent in many benevolent institutions. For nearly fifty-nine years Mr. Poulson was an officer of the Library Company of Philadelphia; twenty-one years as librarian, thirty-two years as a director, and six years as treasurer. His portrait, painted by Sully for the company, now adorns the walls of the library.

The Gazette of the United States was established by John Fenno, in New York, April 11, 1789, and when Philadelphia became the seat of government it was removed here, its first Philadelphia issue bearing date of April 14, 1790. The office was located at No. 69 High [now Market Street], between Second and Third, where the paper was published every Wednesday and Saturday, at three dollars a year. It was then a three-column folio, printed on a sheet seventeen by twenty-one inches, and contained Congressional news, public documents, foreign intelligence three months old, and one or more poems in each number. Scarcely any local news was given, and editorials were exceedingly rare.

On Dec. 13, 1793, an evening edition of the *Gazette of the United States* was commenced, and the title was made the *Gazette of the United States and Evening Advertiser*. In 1795 the latter part of the title was dropped, the paper being published by the name first adopted; but in 1796 the title was made the *Gazette of the United States and Philadelphia Evening Advertiser*. The price for the morning and evening editions in 1793 was six dollars per year. In 1799 it was increased to eight dollars per year; mailed copies, nine dollars. This paper became a strong advocate of the national government.

When he first issued the daily edition, Fenno announced that he was "determined to keep detached from the influence of parties," but the *Gazette* soon became intensely Federal, and bitterly opposed the "French and American Jacobins." This opposition was generally exhibited in articles copied from other journals, and in satirical poems full of personal allusions to prominent Republicans. In a note to one of these poems it is said, "I have heard a respectable old gentleman, contemporary with Dr. F——, observe that he never saw him in a *minority*." Rather an ungracious reflection on the memory of the printer philosopher. Fenno strenuously supported Adams' administration, and when a war with France was imminent, he daily hurled his thunderbolts at the "French faction" in the United States. His son inherited his principles, and when, on the 19th of November, 1798, the news of Nelson's victory over the French fleet in the bay of Abonkir (August 3d) was received, he issued a "Gazette Extraordinary," announcing and giving particulars of the "interesting, important, and truly glorious news," which, he says, "we cannot delay for a moment to communicate to our readers." The next day appeared a "Postscript," rejoicing in the "certainty of that glorious event, the destruction of the French fleet in the Mediterranean by Admiral Nelson."

John Fenno was a native of Boston, Mass., and was born Aug. 12, 1751 (old style). He received a liberal education, and was teacher for several years of the Old South Writing-School, Boston. He died in Philadelphia on Sept. 14, 1798, of the yellow fever, four days after the death of his contemporary and political

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antagonist, Benjamin F. Bache, of the *Aurora*. Fenno was a man highly esteemed, and the press, upon the occasion of his death, commended his career.

John Ward Fenno, son of John Fenno, who was only nineteen years old at his father's death, took up the publication, and continued it until May, 1800. The following notice then appeared:

"The *Gazette of the United States*, which has for some time past been the property of Mr. Caleb P. Wayne, and by him been conducted, will in future be published in his name."

Wayne adopted the following motto:

"I, from the orient to the drooping west,
Making the wind my post-horse, still unfold
The deeds commenced on this ball of earth."
SHAKESPEARE'S *Henry IV., Part II.*

Mr. Wayne was a merchant, and did not remain in charge of this paper quite a year and a half.

Enos Bronson, a native of Waterbury, Conn., was born March 31, 1774. He graduated at Yale College, and afterward began the study of law, which, however, he did not long continue. Removing to Philadelphia, he became a teacher in the Episcopal Academy, and shortly afterward purchased the *Gazette of the United States*. The probability is that he was the owner of the paper for some time before his name appeared in connection with it, and that the "seven prosecutions" referred to by Wayne were of his begetting.

On taking control of the *Gazette*, Bronson omitted *Daily Advertiser* from the title, and in May, 1802, entered into a partnership with Elihu Chauncey, which continued but three years. Under this firm, on the 20th of February, 1804, the title was changed from *Gazette of the United States* to *United States Gazette*. After Chauncey retired Bronson improved the paper, increasing the quantity of local news, and gaining largely in advertisements. He also turned his attention to commercial matters, and devoted an entire page to prices current.

A semi-weekly edition "for the country" was started in 1809, at four dollars a year. This, many years later, proved to be the most profitable issue of the paper. About this time the following notice to subscribers appeared regularly: "It is expressly stipulated that any subscriber to this *Gazette* shall be at liberty to discontinue his subscription at pleasure, upon giving notice to the editor, and paying any arrearages which may be due at the time, and not otherwise." A wide liberty, truly! The office of the paper had been several times removed, and was now located in "Zachary's Court, on the south side of Walnut Street, between Second and Front Streets."

On the 9th of March, 1818, the *Gazette* was consolidated with the *True American*, which was the successor of the *Pennsylvania Journal*, established in 1742 by William Bradford, grandson of the first printer in Pennsylvania. It was then published as a morning paper by Bronson & Smith, under the title of *The Union*, the old titles of both papers being retained as sub-heads. Smith died early in 1819, and there appears to have been some difficulty in settling up the business. For a time the paper was printed "for the proprietors," but in November the name of William Henry Sandford appeared as publisher.

In 1820 James G. Watts and George H. Hart issued proposals for a new paper, to be called the *Commercial Chronicle*. Sanford, being in ill health, and fearing the rivalry, sold them *The Union*, which was furnished, in lieu of the newspaper, to the subscribers they had obtained. The location of the paper was changed twice during this year, once to Market Street, between Seventh and Eighth, and again to the northeast corner of Second and Walnut. Here it remained until June, 1828, when the office was removed to No. 68 (now No. 230) Dock Street, where the paper continued to be published until it was united with the *North American*.

The fortunes of *The Union* were at a low ebb, when, in 1822, Joseph R. Chandler offered a story for publication in its columns. The acceptance of this story proved to be the starting-point of the subsequent great success of the paper. Being fresh and vigorous, it attracted the attention of the public, and Mr. Chandler was solicited to continue his contributions. It soon became necessary for him to visit the office to read the proofs of his articles, and almost insensibly he became the editor of the paper. At his suggestion the old title of *United States Gazette* (which for several years had been kept subordinate to *The Union*) was resumed as the sole heading on the 1st of April, 1823.

In November, 1826, Mr. Chandler purchased Mr. Watts' share in the paper, and the firm became Hart & Chandler. At this time the *Gazette* was far from being in a prosperous condition. The circulation of the daily did not reach four hundred, and the establishment was supported mainly by the tri-weekly edition for the country. The press-work was done on a double-pull Ramage press, and some time elapsed before a hand-press was obtained large enough to print two pages at one impression. Under the new management the daily edition soon reached eight hundred, and the partners were jubilant over their success. "When we reach twelve hundred," said Hart, "all will be right."

On the 22d of June, 1829, the establishment passed into the hands of Mr. Chandler. Mr. Hart engaged in other enterprises, but was subsequently employed in the business department of the *Gazette*, and continued his connection with it until 1847.

The paper had now attained a considerable circulation, and was steadily gaining public favor, especially in mercantile circles. The local reports were fuller; enterprises were set on foot to obtain early foreign news; letters from several European capitals appeared on the arrival of each packet; special correspondence from New York, Boston, and other cities was published; political questions were ably dis-

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cussed; and occasional stories and poetry enlivened its columns. All the editorial labor was performed by Mr. Chandler, including the letters from "Our Special Correspondent" at London, Paris, New York, Constantinople, Boston, or Pekin.

Twenty-five years' incessant editorial labor, joined with his active participation in public affairs, had severely strained Mr. Chandler's constitution when, in 1847, the proposition to purchase the *Gazette* was made by the proprietors of the *North American*. He laid this proposition before his son, Mr. Hart, and his clerks, and they unanimously advised its acceptance. The opinion given by these gentlemen was substantially as follows: "It is evident that if you continue the publication of the paper, working as you do, you cannot live more than five years. If you retire you may live ten years. We shall certainly lose our positions if you sell; but you will probably gain five years of life. We are satisfied to take our chance, and hope that you will take yours." No similar event could have been more honorable to both parties. Mr. Chandler accepted the offer of Messrs. Graham, McMichael & Bird, and the *United States Gazette* ceased to exist as a distinct paper. In his valedictory the editor stated that not one of the papers which had been contemporary with the *Gazette* in 1822 was then in existence.

Joseph R. Chandler, who was sole editor of the *United States Gazette* during twenty-five years, was a native of Kingston, Plymouth Co., Mass. He came to Philadelphia in September, 1815, when about twenty-three years old, and established a school, which he continued for several years, even after he became a partner in the *Gazette*. He was the author of a "Grammar of the English Language," which passed through several editions; and his speeches on various occasions, many of which have been published, give evidence of ripe scholarship, clear judgment, and a remarkable power of felicitous expression.

Mr. Chandler was a gentleman of irreproachable character, and filled many positions of trust with honor to himself and advantage to the public. He represented the Second District of Pennsylvania in Congress from 1847 to 1855, being thrice elected by the Whig party, of which he was an earnest member and a trusted leader. As he had no affiliation with the "Know-Nothing" element, which exerted a controlling influence over the disorganized Whig ranks in 1854, Mr. Chandler failed to receive a renomination. He was subsequently minister to Naples, a position which he filled with honor. For many years he was a member of the Board of Prison Inspectors, and zealously discharged the onerous and perplexing duties of his position. No man who ever filled the editorial chair reflected more credit on the press of Philadelphia than Joseph R. Chandler.

The North American and United States Gazette, "the oldest daily in America," is the outgrowth of a number of other journals of various degrees of importance. The *North American* was first issued under that name March 26, 1839, at No. 63 (now No. 233) Dock Street. Originally published by S. C. Brace and T. R. Newbold, it was established by a number of wealthy gentlemen who, observing that the press of the city then paid little or no attention to religious matters or to the proceedings of charitable associations, determined to establish a daily commercial newspaper that should be high-toned, independent, and semi-religious in character. A fund was subscribed for the purpose, which, however, was soon exhausted, and William Welsh, one of the originators, became sole proprietor. Before the expiration of the first year it absorbed Zachariah Poulson's *Daily Advertiser*, and it is on its lineal descent from this paper that the *North American* very properly bases its claim to be the oldest daily in America. In 1840 the *Commercial Herald*, which had been published by Col. Cephas G. Childs, was merged into the new paper, and Mr. Welsh also purchased the *Philadelphia Gazette*, which had been published as an afternoon paper in connection with the *North American*, but under another editor and manager.

On the 1st of October, 1845, Mr. Welsh sold the *North American* to George R. Graham and Alexander Cummings. Robert T. Conrad, alike distinguished as jurist, poet, dramatist, and orator, was engaged as editor, the columns were thrown open to amusement and other advertisements, which had before been excluded, and the pecuniary prosperity of the paper was increased. It joined with the *New York Tribune* in efforts to obtain early news, and at their expense the pilot-boat "Romer," in 1846, was run as an express across the Atlantic, beating the regular packet several days,—a feat which has not been surpassed even in the later enterprises of journalism.

Differences soon arose between the partners. Mr. Cummings objected to the political views of the editor, while Mr. Graham indorsed his course. As a result the firm dissolved, and Mr. Graham remained sole proprietor until Jan. 1, 1847, when Morton McMichael became associated with him, under the firm of Graham & McMichael. The paper was then an eight-column folio, with a head similar to that now used, and had for a motto, "Devoted to Truth." It was published at the northeast corner of Chestnut and Fourth Streets, from whence it was removed, in July, 1848, to No. 132 South Third Street. In 1878 it was removed to its present location, northwest corner of Seventh and Chestnut Streets.

At the beginning of 1847 the *North American* and the *United States Gazette* were separate papers of like character and standing. Both were devoted to the interests of the Whig party; both advocated the policy of protection; both gave great attention to the commercial and manufacturing interests of the city and State; and they were much alike in the tone of their articles. Both were successful,—the

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Gazette being probably the most prosperous,—but neither could hope for any material increase in its prosperity while the other existed. Under these circumstances Mr. McMichael conceived the idea of consolidating the two friendly rivals, and overtures were made to Joseph R. Chandler for the purchase of the *Gazette*, of which he was proprietor. The proposition was accepted, and on the 1st of July, 1847, the two papers became one of nearly the present size. Dr. Robert M. Bird, who some time before had retired from the literary field, and was residing at New Castle, Del., furnished the requisite extra capital. and became a partner, though the firm remained unchanged until Mr. Graham withdrew, in August, 1848, when it became McMichael & Bird.

This instance in which two journals so nearly equal in business, and both prosperous, were consolidated is almost without parallel in American journalism. In announcing the union, the publishers (apparently fearing that some old subscriber of the *Gazette* might take offense at seeing his favorite title occupy the second place) thought proper to give this curious reason for placing *North American* before *United States Gazette*. "No preference was designed to be given to one (title) over the other; the collocation was determined by the geographical feature which connected the one with the continent and the other with the country, the first with the greater, the second with the less."

When the union was effected the editorial corps of the *North American and United States Gazette* was as follows: Robert T. Conrad, political editor; Dr. Robert M. Bird, miscellaneous; James S. Wallace, associate editor; and G. G. Foster, city editor. Mr. Graham and Mr. McMichael also contributed to enrich its columns. The subscribers of the old *Gazette* were nearly all retained, and the paper entered on a new tide of prosperity.

As before stated, Mr. Graham withdrew in 1848. Dr. Bird died on the 23d of January, 1854, but his interest remained until July following, when Mr. McMichael became sole proprietor.

Robert T. Conrad, for many years the efficient editor of the *North American*, was a polished writer, an eminent citizen, and a cultured gentleman. That he was held in high esteem by his fellow-citizens is evidenced by the fact that he was in 1854 chosen the first mayor of Philadelphia after the consolidation.

Some years prior to Mr. McMichael's death he withdrew from active editorial duty, being succeeded by his son, Clayton McMichael, while another son, Walter McMichael, became general business manager. Clayton McMichael speedily proved himself a journalist of recognized ability, and remained personally in editorial charge until his appointment, by President Arthur, in 1882, as United States marshal for the District of Columbia. John M. Perry is the present managing editor, representing Mr. McMichael during his absence in Washington.

The character of the *North American and United States Gazette* has been maintained during the several decades of its varied history with remarkable uniformity. As a commercial journal, it is highly valued by business men, among whom the daily edition is chiefly circulated. It is Republican in politics, but it has not hesitated upon occasion to dissent from certain so-called "party measures" when these were deemed prejudicial to the interests of the community. It is considered the especial exponent of the views of the manufacturers of Pennsylvania on the protection of American industries. The general conduct of the *North American*, particularly in the expression of its editorial views, is eminently remarkable for its dignity and solidity.

There is a tri-weekly as well as a weekly edition of the *North American*, the circulation of which mainly extends to the country.

Morton McMichael, who did so much to elevate the press of this city, was born in Burlington County, N. J., on the 2d of October, 1807, and his earlier education was acquired in the school of his native village. His family moved to Philadelphia when he was quite young, and he completed his course of studies at the University of Pennsylvania. Subsequently he read law with David Paul Brown, and was admitted to the bar in the year 1827. Prior to the latter date, however, his inclinations led him into literary pursuits, and at a very early age he began that journalistic career which lasted until his death, in January, 1879, and which, in its scope and achievement, has never been excelled by any Philadelphian. In 1826 he succeeded T. Cottrell Clarke as editor of the *Saturday Evening Post*, a journal established in 1821 as an outgrowth of Benjamin Franklin's *Pennsylvania Gazette*, which was originally published in 1728. In 1831, Mr. McMichael became editor-in-chief of the *Saturday Courier*, a new enterprise, and in 1836, together with Louis A. Godey and Joseph C. Neal, began the publication of the *Saturday News*. In 1844 the *Saturday Gazette*, long known as *Neal's Saturday Gazette*, was published, Morton McMichael and Joseph C. Neal being associated as editors. All these papers, as their titles imply, were weekly journals, and all, except the *Saturday Evening Post*, have long ceased to exist.

For over fifty years actively employed in journalism, there was no movement set on foot for the public good or for the honor and welfare of the city which had not the powerful aid of Mr. McMichael's advocacy and support. No one contributed more than he to carrying forward the great measures of instituting the public school system, consolidating the city, creating the park, and a score of other municipal measures of great, though less vital, importance.

In the larger area of national affairs he had long a potential voice. Of a clear vision, broad, though conservative views, and high courage to urge right before expediency, his counsel was ever sought by the statesmen of the Whig and Republican parties.

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Webster, Clay, Clayton, Seward, Chase, Blaine were his friends and correspondents, justly valuing his advice and the intimate knowledge he possessed of the views and needs of the great protectional party of the country, of which he was one of the most eminent leaders and apostles.

In a memorial address delivered before the Historical Society of Pennsylvania on the 17th of April, 1879, Col. John W. Forney (himself now deceased) thus speaks of Mr. McMichael's journalistic career:

"His newspaper was characteristically clean, pure, elevated, and impersonal. He never wrote or talked about himself; never spoke of an adversary by name, unless he had cause to praise him; and never stained his pages by printing scandal.

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"I know there are those who sneer at what they call the ultra-decorum of such an example: men who think that our fast age requires fierce, fast writing, and that modern progress means modern pruriency. So much do I differ from them that I feel I may refer them to themselves to disprove their own agument, in a word, to the extraordinary improvement of the newspapers of all countries within the last twenty-five years. Take the Philadelphia papers of to-day, and place them side by side with the Philadelphia papers forty years ago, even with the journals when Morton McMichael first began to write for Atkinson & Alexander's daily *Chronicle*, and the difference is even more marked than it is between the old Conestoga wagon and the modern steam-engine. For this unspeakable change in journalism, so productive of sweeter manners and purer laws, we are more indebted to Morton McMichael than any other contemporary character. But because he was a gentleman, proud of his great profession, he was not therefore a carpet knight. No one could strike deeper, quicker, or surer, and if he did not use the battle-axe or the broadsword, he wielded lighter weapons with fatal effect. A conservative by blood and breeding, he kindled instantly at wrong or injustice. All his impulses were chivalric."

It was not only as a journalist that Mr. McMichael impressed himself upon the community. Never a seeker after place, he was several times elected to offices of public trust. While a young man he served for some years as an alderman of the city; from 1843 to 1846 was high sheriff of the county, displaying eminent courage in combating and finally suppressing the terrible anti-Catholic riots of 1844; from 1866 to 1869 was mayor of the city; and in 1867, upon the organization of the Park Commission, was chosen president of that body, a position he held up to the time of his death. In 1873 he was appointed a delegate-at-large to the Fourth Constitutional Convention of Pennsylvania, to fill the vacancy caused by the death of William M. Meredith.

A politician of the highest type, of a rare purity as well as strength of character, Mr. McMichael's influence throughout the length and breadth of the State was felt and acknowledged, and, as time softened the asperities of earlier conflicts, perhaps no man commanded so universally the regard of his fellow-citizens of all parties. Holding positive opinions himself on matters of public policy, he enforced them with eloquent voice and powerful pen, but with a courtesy which never interfered with his personal relations with political opponents.

Prominent as a journalist and distinguished as a public servant, as an orator he was certainly unsurpassed. Mr. McMichael's speeches on all subjects were characteristically chaste and fresh. Prepared or unprepared, they were always finished models. Whether spoken from the hustings, or the public hall, or the private saloon, or in a religious temple, they were fascinating and delightful productions, and not infrequently as impassioned and contagious as they were scholarlike and correct. He was always original, classic, and magnetic. His speech at the Chinese Museum during the Irish famine was a marvel of electric eloquence. The great audience were literally carried away by the fervor, the force, and the beauty of his appeal. Not less memorable was his splendid defiance of the mob, in 1838, when they attempted to set fire to the Shelter for Colored Orphans, in charge of the Society of Friends, on Thirteenth Street, above Callowhill, the day after the destruction of Pennsylvania Hall, on Sixth Street. His display of courage brought to his assistance the strong men whose efforts prevented the second sacrifice. In an agricultural address at Boston, Mass., on the 26th of October, 1855, his oratory was so irresistible that Robert Winthrop and Edward Everett, and other statesmen of the period, who were present, spoke of him in terms of spontaneous amazement and delight.

During the trying times preceding and pending the civil war his voice was ever heard in inspiring appeal for the Union and the law. In the darkest hours of defeat and depression his orations breathed an impassioned courage and faith, as in the final triumph they urged clemency to the defeated.

Mr. McMichael's speech on July 4, 1873, as president of the Park Commission, making a formal transfer of ground to the United States Centennial Commission, and his polished oration on the presentation of the John Welsh endowment to his Alma Mater, the University of Pennsylvania, are literary productions of the highest order,—thoughtful, classic, original, and brilliant,—worthy of Edmund Burke or Daniel Webster.

Of firm though courteous temper, capable of controlling any assemblage, and prompt to give each man opportunity to show his talents, Mr. McMichael was constantly called upon to preside at public gatherings, which he did with unerring tact. His trenchant wit was ever tempered by charity for human frailties, and it was the rule of his life to speak only of the better attributes of men, and always to defend the absent.

A recognized leader in the social life of the city, his charm of manner, voice, and conversation remain a vivid remembrance with his contemporaries. Morton McMichael's pride in and affection for Philadelphia were proverbial, and in part account for the universal expression of sorrow at his death, which was voiced by the press of the State and the action of a score of public organizations.

The estimate in which he was held is epitomized in the inscription upon his monument, erected by his fellow-citizens in Fairmount Park, "An honored and

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Martin Michael

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beloved citizen of Philadelphia." At a meeting, presided over by the mayor of the city, held to express the sense of the public loss (on Jan. 8, 1879), one of the many eminent speakers thus described Mr. McMichael's last hours:

"Not only the great citizen is dead, Mr. President, but the happy philosopher. When I saw him last it was the first day of the new year. Death was on his face, but life was in his heart. He suffered, but he smiled. He even told me a story, and welcomed others, and shook me by the hand. I could almost hear him say, with the illustrious French orator, 'To-day I shall die. Envelop me in perfumes; crown me with flowers; surround me with music, so that I may deliver myself peaceably to sleep.' He lived less than a week after this, and he passed to his final compt in the midst of the sighs of a people that he loved wisely and not too well. I dwell upon his fate, sir, with a certain satisfaction. He is the only human being I ever envied. I envied him his genial nature, his contagious wit, his electric eloquence, the fervor of his poetry, and charm of his conversation, the delicious sympathy of his society, the admiration he excited in others, and his superb composure under disaster."

The Royal Spiritual Magazine was started in 1771 by John McGibbon. Not meeting with gratifying success, the periodical was suspended after the issuing of a few numbers.

The Pennsylvania Magazine, or American Monthly Museum, was commenced in January, 1775, by Robert Aitken. The celebrated Thomas Paine was one of the principal writers for this work, and had agreed to furnish monthly a certain quantity of original matter for its pages, with which condition it was often very difficult to persuade him to comply. Aitken relates that on one of these occasions, when Paine had neglected to furnish his quota of material for the magazine until near the day of publication, he went to him and complained of the neglect. Paine heard him patiently, and coolly answered, "You shall have them in time." Aitken, however, was not thus to be put off, and he insisted that Paine should accompany him home, and there write the articles, as the workmen were waiting for the copy. Paine accordingly went with him, and, being seated at a table with writing materials,—which, in his case, always included a glass and a decanter of brandy,—he proceeded to his task. "The first glass," says Aitken, "put him in a train for thinking; the second I feared would disqualify or render him intractable, but it only illuminated his intellectual system; and when he had swallowed the third glass, he wrote with great rapidity, intelligence, and precision, and his ideas appeared to flow faster than he could commit them to paper. What he penned from the inspiration of the brandy was perfectly fit for the press without any alteration or correction."

The enterprise of Robert Aitken in the publication of the *Pennsylvania Magazine, or American Monthly Museum*, became more hopeless after the breaking out of the war, and by the events arising during the struggle. The last number was published in July, 1776.

Aitken was an avowed friend of American independence, and being in the city when the British army entered, he was thrown into prison and treated with great severity. When the enemy were about to evacuate Philadelphia, he and a number of others were taken to the river in order to be conveyed to the prison-ships at New York. He managed, however, to escape from their hands, and after the war resumed his business as a printer.

The frontispiece of the magazine was drawn by "P. E. D." [Pierre E. Du Simitiere], and was engraved by Aitken. The vignette was the Goddess of Liberty, with a pole and a liberty cap, holding a shield with the Pennsylvania arms. On the right side of the figure was a mortar inscribed "The Congress." A plan of a fortification, with cannon-balls, was in the foreground. Cannon were in the background, with battle-axe and pike. A gorget, with the word "Liberty" upon it, was hanging on a tree. Beneath was the motto, "*Juvat in sylvis habitare.*" This magazine was the first published in Philadelphia which gave illustrations. In the first volume there was a portrait of Dr. Goldsmith, plans of a threshing machine, an electrical machine, the "hippopotamus," a dredging-machine invented by Arthur Donaldson, a map of Boston harbor, a plan of the town of Boston and the provincial camp, an engraving of the battle of Charlestown, June, 1775, and a representation of a machine for delivering persons from houses on fire, etc.

The Pennsylvania Ledger; or, the Virginia, Maryland, Pennsylvania, and New Jersey Weekly Advertiser, was started in January, 1775, by James Humphreys, Jr., on Front Street, at the corner of Black Horse Alley. It was professedly to be conducted upon principles of strict impartiality; but it was not able to fulfill that undertaking. Humphreys had been clerk of one of the courts, as a qualification for which office he had taken an oath of allegiance to the king of Great Britain; and, on the breaking out of the Revolution, he pleaded the obligations of his oath and declined taking up arms against the government which he had sworn to support. He was, therefore, considered a Tory, and his paper was, of course, denounced as being unfavorable to the cause of liberty. The paper was under suspicion as being inclined to the Tory cause before the British took possession of the city. Its publication was continued under this embarrassment until Nov. 30, 1776, on which day No. 97 was published. It remained suspended for nearly a year.

As soon as the British troops were comfortably stationed it again made its appearance. On Friday, Oct. 10, 1777, No. 98 was published, with the royal arms at the head; and its columns were conspicuous in its display of loyalty. As long as the British troops remained in the city the *Ledger* was prosperous; but as soon as the fact was apparent that the city must be evacuated, the proprietors made preparations to leave a neighborhood where it would have been dangerous to remain much longer. The last number of the *Ledger* was issued May 23, 1778, without intimation that the paper was to be discontinued. Humphreys

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went with the British to New York, where he endeavored to establish himself in business. He subsequently went to England, and thence to Nova Scotia; but he returned to Philadelphia in 1797, opened a printing-house, and remained in business until the time of his death.

The Pennsylvania Evening Post was first published in January, 1775, by Benjamin Town. It appeared tri-weekly, and was the first evening paper established in Philadelphia. Although Town had been the agent of Galloway & Wharton in the Tory interest of Goddard's *Chronicle*, yet, supposing that Humphreys' *Ledger*, which was just then commenced, would incline to the royal party, he resolved to take opposite ground, with a view of injuring the character of the *Ledger*, and preventing its success.

The *Evening Post*, having taken the side of the Americans from the time of its publication until Howe's advance into Pennsylvania, was under no suspicion when the royal troops advanced. While other journals were making ready to leave the city, Town seems to have made no preparations. He remained during the exciting scenes which followed the battle of the Brandywine and the crossing of the Schuylkill. On Sept. 23, 1777, a number of this paper was issued. The publication was then suspended until October 11th, upon which occasion a full account was given of the military operations and the success of the British arms. There seemed to be no difficulty or intention to interfere with Town's business, and he went on with the publication in the usual way. The British troops evacuated the city on the 18th of June, and on the 20th Town's *Evening Post* appeared as usual, with a cool account of the evacuation by the British on the preceding Thursday. Gen. Arnold, who came immediately as military governor, made no movement against the press or the printer, and the *Evening Post* continued to be published without actual molestation, although the Whigs who returned were exceedingly hostile to the printer. Town was attainted, and was ordered to surrender himself for trial, but he does not seem to have been tried. As soon as the troops had withdrawn he professed Whig principles. The effect of this unpopularity must have been considerable in a pecuniary point of view. Town endeavored to recover his popularity with his old Whig friends. Among others, he applied to Dr. John Witherspoon, of the College of New Jersey, who had been a former contributor. Witherspoon declared that he would not forgive him unless Town apologized to his countrymen for his conduct during the Revolution. The latter promised to do so, and Witherspoon undertook to write the form of an apology. He drew up a paper which was entitled "The humble confession, recantation, and apology of Benjamin Town, printer." This was written in a highly sarcastic manner, at the expense of Town. The latter refused to agree to some passages, and he therefore never signed the recantation. By some means it got into print, and was published all over the country. In this recantation Town is represented as giving a full account of his life thus,—

"I was originally an understrapper to the *famous* Galloway in his *infamous* squabble with Goddard, and did, in that service, contract such a habit of meanness in thinking and scurrility in writing that nothing excelled. . . . Could much ever be expected of me? Such changing of sides is not any way surprising in a person answering the above description."

The recantation was long, and abounded with passages of a similar character. In conclusion, it was said,—

"I do hereby recant, draw back, eat in, and swallow down every word that I have ever spoken, written, or printed to the prejudice of the United States of America, hoping it will not only satisfy the good people in general, but also those scatter-brained fellows who would call me and others out to shoot pistols in the air, while they tremble so much they cannot hit the mark."

The *Post* could not continue on account of its unpopularity, and it quietly went out of existence in 1789. Town died July 8, 1793, at his house on Sixth Street, near Arch.

In April, 1775, **The Pennsylvania Mercury and Universal Advertiser**, a new weekly paper, was issued by Story & Humphreys, on Norris' Alley, near Front Street, at the usual price of ten shillings per annum. The title-page was decorated by a large cut, in which two figures, representing Great Britain and America, were displayed in the act of shaking hands, with the motto underneath, "Affection and Interest Dictate the Union." The existence of this paper was short, the office and printing materials being destroyed by fire in the following December, in consequence of which the publication was destroyed.

The Royal Pennsylvania Gazette appeared March 1, 1778, being issued by James Robertson, in Front Street. Humphreys and Town, respectively of the *Ledger* and *Post*, had divided the royal patronage between them during the greater part of 1777–78, and Robertson's paper was started to compete with them in appeals to British favor. This paper had a short history. Three days after the last number of the *Pennsylvania Ledger* was issued, on May 26, 1778, it was announced in the *Royal Pennsylvania Gazette* that the latter paper would be "suspended for some time." It was never heard of again. Robertson left the country before the end of the war, and went to Shelburne, Nova Scotia, where, with his brother, Alexander Robertson, he engaged in the publication of a newspaper. He afterward removed to Scotland, where he was engaged in business as a printer and bookseller as late as 1810.

The United States Magazine appeared Jan. 1, 1779, Francis Bailey being the publisher. Bailey was the first printer who ventured upon the experiment of publishing a magazine after Aitken's failure with the *Pennsylvania Magazine or American Monthly Museum*. The terms were as follows:

"PRICES FOR THE FIRST MONTH."

"I. To the adventitious purchaser of a single copy, three dollars.

"II. By the quantity of twelve copies, two dollars and a half.

"III. To the subscriber for a single copy on advancing twenty-four dollars, two dollars.

"The publisher will rise in the price and fall of magazines, to the subscribers and to others, with the prices of articles and commodities in general."

This magazine was to be published monthly. The frontispiece was adorned with a vignette of an arched hall, supported by columns,—probably intended to be thirteen in number, although there were really nine on one side and six on the other. From the capitals of the pillars sprang a regular arch, which was decorated with thirteen stars,—the keystone in proper position. Under the arch was a figure of "Fame" flying, with trumpet, liberty-staff, and cap. On either side of this arch were the names of the States,—probably intended to be represented by the stars on the front of the arch. They commenced with New Hampshire and ran to Georgia. And it is worthy of being noticed that, according to this arrangement, Pennsylvania occupies the keystone of the arch,—this being probably the first example of the emblematic assignment of Pennsylvania to the position of the keystone in the Federal arch. The first piece in the magazine is "A Copy of Verses Illustrative of the Design of the Frontispiece." The following is an extract:

"The arch, high bending, doth convey,
In a hieroglyphic way,
What, in noble style like this,
Our united empire is!
The *pillars*, which support the weight,
Are each of them a mighty State;
Thirteen and more the vista shows
As to vaster length it grows—
For new States shall added be
To the great confederacy.
And the mighty arch shall rise
From the *cold Canadian* skies,
And shall bend through heaven's broad way
To the noble *Mexic* bay!
In the lofty arch are seen
Stars of lucid ray—*thirteen!*
When other States shall rise,
Other stars shall deck these skies;
There, in wakeful light, to burn
O'er the hemisphere of morn."

The contents of this magazine were literary, political, poetical, and discursive. Foreign and domestic affairs received attention; and the articles were of a character suitable to the tastes of the times. In the number for December it was announced that the magazine would be discontinued; and, in apology for the experiment, it was said that the publication was "undertaken at a time when it was hoped the war would be of short continuance, and the money, which had continued to depreciate, would become of proper value. But these evils having continued to exist through the whole year, it has been greatly difficult to carry on the publication; and we shall now be under the necessity of suspending it for some time,—until an established peace and a fixed value of the money shall render it convenient or possible to take it up again.'

The editor of the *United States Magazine* was Hugh Henry Brackenridge, the wit, historian, and jurist, who, in later life, was one of the judges of the Supreme Court of Pennsylvania. Brackenridge was the author of that amusing book, "Modern Chivalry; or, The Adventures of Captain Farrago and Tague O'Regan," published in 1792,—the first comic and satirical novel written in the country. He also wrote "A History of the Insurrection in Pennsylvania of 1794, commonly called the Whiskey War." On going to Philadelphia, in 1776, Brackenridge supported himself by editing the *United States Magazine*.

The following anecdote relative to his editorship of this journal is given by his son: "At one time the magazine contained some severe strictures on the celebrated Gen. Lee, and censured him for his conduct to Washington. Lee, in a rage, called at the office, in company with one or two of his aids, with the intention of assaulting the editor. He knocked at the door. Mr. Brackenridge, looking out of the upper-story window, inquired what was wanting. 'Come down,' said Lee, 'and I'll give you as good a horse-whipping as any rascal ever received!' 'Excuse me, General,' said the editor, 'I would not go down for two such favors!'" Brackenridge was licensed as a Presbyterian preacher. On the 4th of July, 1778, he delivered an oration in honor of the patriots who had fallen in the war, in the German Reformed Church, Race Street, below Fourth.

The Freeman's Journal, or The North American Intelligencer, was first issued by Francis Bailey on April 25, 1781. It was printed in Market Street, between Third and Fourth, and issued every Wednesday. Under the head was the intimation or motto, "Open to all parties, but influenced by none." This sentiment describes the character of the paper. The journal, at the time of its issue, justified its motto. It was a paper to which all parties resorted, and it met with success. Bailey relinquished the publication on May 7, 1782, and Joseph Scott became publisher. The last number was published May 16, 1792.

The Independent Gazetteer, or the Chronicle of Freedom, a weekly paper, was established by Eleazer Oswald in April, 1782. It was published on Saturdays. Oswald rendered this journal one of the most lively and attractive published in the city. After he left the service he commenced printing the *Gazetteer*. After his death Mrs. Oswald, his widow, continued the publication of the *Gazetteer* about a year. On Aug. 17, 1796, it was announced in that paper that the proprietorship was disposed of to Joseph Gales, that Mrs. Oswald's connection would cease with the number to be issued on September 16th, and that Gales would commence the publication on Friday, September 23d, the paper to be printed on Wednesdays and Fridays, at noon. Gales was an Englishman, who came to the United States

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about 1794. He continued the publication of the *Independent Gazetteer* until late in 1790, when the paper was discontinued, and Gales went to Raleigh, N. C., and set up a journal there.

The Price-Current, the first mercantile paper published in the United States, was first issued in June, 1783, and was published twice a month by John Macpherson. It was printed for him by Eleazer Oswald.

Le Courrier de L'Amerique, a French journal, was established in 1784. In June of that year Boinod & Gaillard, booksellers, gave notice that, having been solicited to publish a paper in the French language, they had digested a plan, and were distributing it at their library, corner of Fourth and Arch Streets. The terms were to be one guinea per annum, one-half of which was to be paid upon subscribing. The paper was afterward commenced. It had but a short existence.

The Pennsylvania Mercury and Universal Advertiser was issued on the 20th of August, 1784, by Daniel Humphreys. It was a well-conducted weekly paper, and was published until about the close of 1788. This was the title of the paper commenced in 1775, which was brought to a sudden close Jan. 1, 1776, by the burning of the printing-office of Story & Humphreys; and the revival, nearly nine years afterward, may be considered as a second series of the same paper.

The Pennsylvania Evening Herald and American Monitor was founded in January, 1785, by Mathew Carey, who had been publisher of the *Freeman's Journal* and of the *Volunteer's Journal* at Dublin, Ireland, and who was prosecuted and imprisoned upon account of the sentiments avowed in the latter journal. He came to Philadelphia, where he landed on November 15th of that year. He was poor, had escaped shipwreck in coming up the Delaware, and arrived in Philadelphia with a dozen guineas in his pocket, without acquaintance in the city, or friends, except such as he had made during his passage. One of these companions, a Mr. Wallace, had with him letters of recommendation to the Marquis de Lafayette, to whom he presented them, and with whom he had some conversation in relation to Mr. Carey's case, the particulars of which were well known, and excited much interest in the United States. Lafayette sent for Carey, inquired into his prospects, and did him a special service in introducing him to Robert Morris, Thomas Fitzsimons, and other influential gentlemen. The next day Carey received a letter from the marquis with four one-hundred-dollar notes on the Bank of North America,—a gift made without solicitation on the part of Carey, who merely explained to Gen. Lafayette what he intended to do when remittances, expected from Ireland, should arrive. This sum was the foundation of Carey's fortune; and he was enabled afterward to trebly repay it, not only by the return of the amount, with interest, to Lafayette, but to Frenchmen in distress. He determined to commence a newspaper, and counted upon his reputation as printer of the *Volunteer's Journal*, of Dublin, to benefit him in the enterprise. In January, 1785, he issued proposals to publish Carey's *Pennsylvania Evening Herald and American Monitor*, to be printed on the evenings of Tuesdays and Saturdays, at the price of three dollars per annum. There was difficulty about procuring material for this enterprise. Carey had no presses nor type; but he bought the stock of type of Robert Bell, a book publisher, who had published extensively. The press he expected to purchase as a bargain; but Col. Oswald, of the *Gazeteer*, was not disposed to admit of the establishment of a rival without a struggle. He bid against Carey at the sale of the press until he raised the price to fifty pounds currency, or one hundred and thirty-three dollars, which was nearly the price of a new press. Under these discouragements the *Pennsylvania Herald* was issued for the first time Jan. 25, 1785. After two months' experience Carey discovered that his means were not sufficient, and on March 25th, William Spottswood and C. Talbot were taken in partnership, and the paper was enlarged.

The *Herald* for some time languished, and did not attract much attention until Carey, by accident, found the means of satisfying a public want. At a town-meeting held at the State-House in the summer of 1785, to take into consideration the calamitous state of trade, Mr. Carey attended, and afterward undertook to write out from memory a statement of the heads of a speech made by Jared Ingersoll. Upon trying to write out the report, he found that it ran so smoothly that he put the whole address into the first person, as if spoken by Ingersoll. He then submitted it to the latter, who was so much pleased with it that he made slight alterations, stating that "he could scarcely have done it so well himself, as he spoke without notes." Carey said,—

"I naturally concluded that if I could publish a speech from memory, without having taken a single note, I should certainly be able to take down debates with the advantage of a seat, a table, and pens, ink, and paper. Accordingly, on the 27th of August, 1785, I commenced the publication of the debates of the House of Assembly without the least knowledge of stenography. I abridged and took down the leading words, and was enabled to fill up the chasms by memory and the context; and, as the printers had then more scruples about pirating from each other than some of them have at present, none of them published the debates, of which the *Pennsylvania Herald* had, for that session, the exclusive advantage. John Dunlap, a respectable Revolutionary character, who printed the *Pennsylvania Packet*, offered me a liberal compensation for the privilege of a republication. But I declined, knowing that it would deprive the *Herald* of the great superiority it possessed.

"In the following session Mr. Dunlap hired as stenographer the well-known Thomas Lloyd, who, though an excellent stenographer as far as taking down notes, was a miserable hand at putting them in English dress. I learned his system, which was one invented by the Jesuits of St. Omers, but did not succeed with it better than I had done before."

The publication of the *Herald* seems to have been discontinued in February, 1788.

The Columbian Magazine, or Monthly Miscellany, the publishers being Mathew Carey, T. Siddons, C. Talbot, W. Spotswood, and J. Trenchard, appeared

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in September, 1786. This magazine was more ambitious than any which had been issued in the United States. It was modeled somewhat upon the plan of the *Gentleman's Magazine* and of the *London Magazine*, and was intended to present engravings with each number. The plates were generally engraved by Trenchard, and many of them were of local views, all interesting and valuable. Carey withdrew after the publication of the third number. He thought that there were too many partners, and that there was no hope of commensurate profit to be divided among so many. The magazine was nevertheless continued, and nine volumes of it were published, the last number being issued in 1792.

The American Museum, or Repository of Ancient and Modern Fugitive Pieces, Prose and Poetical, was issued by Mathew Carey in January, 1787, he having withdrawn from the *Columbian Magazine*. Carey's idea was to preserve the valuable essays which at that time appeared in various newspapers. He said,—

"The first number, which contained a mass of most excellent matter, attracted great attention. It was eagerly sought after; and, as I sold it separately, the edition—one thousand copies—was soon exhausted. I had not means to reprint it. This was a very serious injury, many persons, who intended to subscribe, declining, because I could not furnish them the whole of the numbers."

Carey struggled on for six years, and published twelve volumes of the *Museum*, ending it in December, 1792. The causes of failure were that the subscription price was too low, being only two dollars and forty cents per annum for two volumes, containing each from five hundred to five hundred and fifty pages. Many subscribers lived at great distances, their payments were irregular, and, at last, Carey, whose interest in the work was very great, was obliged to give it up.

The Federal Gazette was published in 1788 by Andrew Brown. He was a native of the north of Ireland, where he was born about 1744. He was educated at Trinity College, Dublin. He came to the United States in 1773 as an officer in the British service, but he soon resigned, and settled in Massachusetts. He fought on the patriot side at Lexington and Bunker Hill. He was muster-master general in 1777, and served under Greene and Gates as major. After the war he established a young ladies' academy at Lancaster, and subsequently came to Philadelphia. The *Gazette* was the organ of the friends of the Constitution, and many papers in favor of it were published therein. In 1783 he changed the name of the *Gazette* to the *Philadelphia Gazette*. His paper is said to have been the first to report the debates of Congress. On Jan. 27, 1797, the office of the *Philadelphia Gazette* took fire. Brown and his family occupied the upper part of the building. Upon the alarm he endeavored to save the lives of his wife and three children, but without success, and he was so badly burned that he died February 4th. His son, Andrew Brown, Jr., then took charge of the paper. Samuel Relf became an associate with the younger Brown on the 1st of July, 1797.

The *Philadelphia Gazette* was published in the year 1800 by Andrew Brown, Jr., and Samuel Relf, at No. 29 Chestnut Street. In September, 1801, the entire interest of Brown was sold out to Relf, who continued to be publisher and editor of the *Gazette* until his death, which occurred on the 16th of February, 1823, from the result of injuries caused by falling on the ice. Stevenson Smith and William M. Gouge became the proprietors of the *Gazette* shortly after Relf's death, and gave to the paper considerable strength. Gouge was born in Philadelphia, Nov. 10, 1796. His studies were principally directed toward finance. After he left the *Gazette* he published, in 1835, "A History of the American Banking System;" "The Expediency of Dispensing with Bank Agency and Bank Paper," 1837; and "A Fiscal History of Texas," 1852.

The Aurora and General Advertiser was established, in 1790, as the *General Advertiser*, by Benjamin Franklin Bache. His father was Richard Bache, a native of Settle, Yorkshire, England, born Sept. 12, 1737, who came to America while young, entered business as a merchant, married Sarah, the only daughter of Benjamin Franklin, in 1767, and succeeded his father-in-law as Postmaster-General of the United States, which office he held from November, 1776, until 1782. His son, Benjamin Franklin Bache, was born at Philadelphia, Aug. 12, 1769. He accompanied his grandfather, Dr. Franklin, to Paris, when the latter was agent of the Continental Congress at the court of France. Benjamin F. Bache was educated in France and at Geneva. He obtained a knowledge of printing in the house of Didot, at Paris. He came back with his grandfather in 1785, finished his studies in the college at Philadelphia, and on the 1st of October, 1790, published the first number of the *General Advertiser*. On the 8th of November, 1794, the title *Aurora* was adopted for this paper, and it was thenceforth published as the *Aurora and General Advertiser*. This journal, as soon as the French Revolution broke out, became a strong partisan of the French cause, and sought to turn the course of American politics in sympathy with the acts and policy of the French republic. Washington looked coldly upon the violence of the revolutionists, and upheld the dignity of the United States government against the insolence of Genet and of Fauchet and their successors. This policy carried the *Aurora* into hostility to the American government, and it became, in course of time, violent in its advocacy of the principles of the anti-Federal party, which in time came to be denominated the Democratic party. Bache died in the yellow fever visitation, Sept. 10, 1798. His widow, whose maiden name was Margaret Hartman Markoe, of a Danish family, and a native of Santa Cruz, West Indies, succeeded to the publication of the *Aurora*. Her proprietorship was successful, mainly because of the fact that at the time of the death of

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Benjamin F. Bache he had been assisted in the editorial department of the paper by William Duane, who was a vigorous writer, and who continued in the management of the journal. Duane was a native of the northern part of the province of New York, near Lake Champlain, where he was born in May, 1760. His father, who was a farmer and surveyor, died in 1765. His widow then removed from that neighborhood, and came to Philadelphia, from which, after a short residence, she went to Baltimore, and subsequently to Ireland, where she settled at Clonmel. William was mainly educated in that country. His mother was strongly attached to the Catholic Church. Her son William, before he was nineteen years of age, married Catharine, seventeenth child of William Corcoran and wife. The family of the latter were Protestants, and this marriage so displeased Mrs. Duane that, although William was an only child, she discarded him. Her resentment lasted until her death, and by her will her property—she being in comfortable circumstances—went to others. William Duane, in consequence of this difficulty, having a young wife to support, bravely ventured out into the world to make his own living. He selected the printing business as a means of livelihood, learned the trade, remained at Clonmel for some three or four years, then went to London, where he engaged in business. In 1787 he went to Calcutta to undertake the publication of a newspaper, sending his family, meanwhile, to Clonmel, to await the result of this new experiment. For a time he was successful in India, but an over-bold article in condemnation of the East India Company caused his seizure and transportation to England, his library and most of his property in Calcutta having, meanwhile, been confiscated. In London he became a parliamentary reporter for the *General Advertiser*, now known as the *London Times*. In 1796, Duane came to the United States, and arrived at New York July 4th of that year. Shortly afterward he came to Philadelphia, where he first obtained employment as editor of the *True American*, published by Samuel F. Bradford. Some time afterward he became one of the editors of the *Aurora*. After the death of Bache he continued this paper with vigor, and with great satisfaction to the political organization first known as anti-Administration, and afterward as the Republican, and finally as the Democratic party. His first wife, Catharine Corcoran, died in 1798. In 1801 he married his employer, the widow Bache, and after that time the *Aurora* was for many years known in ordinary conversation as "Duane's paper."

Mr. Duane conducted the *Aurora* until about the year 1822, when it was purchased by Richard Penn Smith, who became its editor. On the 22d of November, 1824, the *Aurora* and the *Franklin Gazette* were united as a morning paper, entitled the *Aurora and Franklin Gazette*, which was published by John Norvell. Mr. Smith continued to act as one of the editors of the paper until about the year 1827, when he retired, Mr. Norvell also assisting in that work at the time when the *Aurora and Franklin Gazette* was published at No. 6 Bank Alley. The *Aurora* had been a journal of great political influence in the Democratic party, but had gradually lost its power,—a fact to be attributed, perhaps, in considerable degree to the fierceness of tone and the personal virulence with which it was conducted. There was a considerable change in the manner and spirit of the *Aurora* after Mr. Smith took hold of it.

The National Gazette was first issued upon Oct. 31, 1791, by Philip Freneau, and was published until Oct. 26, 1793, when the enterprise was relinquished. He wrote essays, poetry, etc., at an early age, and was a contributor to the *United States Magazine* in 1779. In 1791 he edited the *Daily Advertiser* in New York, and removed to Philadelphia in October of that year, to take charge of the *National Gazette*, being also employed by Jefferson as translating clerk in the State Department. Freneau was a zealous opponent of the foreign policy of President Washington. He left the *Gazette* in 1793, and went to New Jersey. Being bitter in his attacks, mainly upon the government, he was much complained of, and Jefferson was censured for retaining him in office. It was averred that he made the maintenance of this editor a charge upon the treasury of the United States.

The Ladies' Magazine and Repository of Entertaining Knowledge was commenced in December, 1792, and was printed for the proprietors by W. Gibbons, No. 194 North Third Street. Two volumes were printed. The contents were stories, poems, and light reading, with essays and a summary of the news of each month.

The New World was first published by Samuel Harrison Smith, in 1795, at No. 118 Chestnut Street. On Tuesday, Oct. 25, 1796, the paper was issued for the first time as a daily paper. It was a good publication, but it did not succeed. The last number was published Aug. 16, 1797.

The Pennsylvania Magazine was commenced in 1795, of which one volume was published.

The Philadelphia Minerva, containing a variety of fugitive pieces, original and selected, was commenced in 1795 by William T. Palmer, No. 18 North Third Street. It was published weekly, in a quarto form, until July, 1798. The contents were of a news character, with selected literary matter.

Finlay's American Naval and Commercial Register was established in December, 1795, and was continued until December, 1797.

The American Annual Register, or Historical Memoirs of the United States, for 1786, was the first and only volume of that publication.

The American Universal Magazine was founded Jan. 2, 1797. It was a weekly publication, and in the first number was described as printed by Budd & Bartram for Richard Lea, No. 131 Chestnut Street. In

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the number for March 7th, it was announced that the magazine was published by Snowden & McCorkle for Richard Lea. Volume third was printed by Samuel Harrison Smith and Thomas Smith. Four volumes of this magazine were published, which ended in 1798. It was illustrated with copper-plate engravings, none of which were of merit. The contents seemed to be selections entirely.

The Universal Advertiser was established by James Carey in February, 1797. In 1796, Carey, who was a brother of Mathew Carey, and had been engaged with the latter in the publication of the *Volunteers' Journal* in Dublin, and who had charge of that paper after Mathew came to the United States, finally failed in that business and came to this country. On the 7th of February, 1797, he commenced the *Universal Advertiser*, which only lasted until September 12th of the same year.

Porcupine's Gazette and United States Daily Advertiser came into existence in March, 1797. The restless spirit of William Cobbett was not satisfied with the sensation which was created by the publication of his pamphlets. He was anxious for some more vigorous field of warfare, and journalism presented the best opportunity for the indulgence. On the 14th day of March, 1797, Cobbett issued the first number of *Porcupine's Gazette and United States Daily Advertiser*, his writings being well known by his signature, "Peter Porcupine." The *Gazette* was bold, scurrilous, and not always truthful. Cobbett was a firm believer in the largest liberty of the press. His freedom in speaking of the characters of public men, and, indeed, of private men (because the libels upon Dr. Benjamin Rush were attacks upon the latter in his professional character as a physician), led to the overthrow of the *Gazette* and the flight of Cobbett from the country. The last number of the *Gazette* was published some time in the year 1799.

The **Courrier de la France** is noticed in Bache's paper of 1797.

The Methodist Magazine, founded by the Rev. John Dickens, of the Methodist Episcopal Church, commenced in 1797, and was printed by Henry Tuckness, and sold by Dickens at No. 50 North Second Street. Two volumes were published, and the contents were sermons, records of religious experience, etc.

The United States Recorder was established in January, 1798, by James Carey, who had made a *fiasco* with the *Universal Advertiser* in the previous year. It was published at No. 19 Carter's Alley, the days of issue being Tuesday, Thursday, and Saturday. Carey conducted this paper somewhat in the style of Cobbett, in *Porcupine's Gazette*. It was coarse and scurrilous, and the publication did not last long.

The Weekly Magazine of Original Essays and Fugitive Pieces was published by James Watters & Co., and was sold at the printing office in Letitia Court. The first number was issued Feb. 3, 1798, and three volumes were published. Watters died of yellow fever in 1798. This magazine contained many articles of merit. Charles Brockden Brown commenced in this periodical the novel of "Arthur Mervyn," the first chapter of which was published June 16, 1798.

The Philadelphia Monthly Magazine, or Universal Repository of Knowledge and Entertainment, was issued in January, 1798, being printed for Thomas Condie, stationer, No. 20 Carter's Alley. It was published during the year 1798 in two volumes, and contained several engravings.

The Dessert to the True American was published from July, 1798, to July, 1799.

The Philadelphia Magazine and Review, or Monthly Repository of Information and Amusement, had its origin on the 1st of January, 1799. It was printed for Benjamin Davis, at No. 68 High Street. It was not of striking merit, and closed its career at the end of the first volume.

The Ladies' Museum, commenced in February, 1800, and published five numbers.

The Portfolio, by "Oliver Oldschool," was published Saturday, Jan. 3, 1801. It was intended to be a weekly paper, and was printed by H. Maxwell, and sold by William Fry, No. 25 North Second Street, opposite Christ Church. The publication was quarto in form, and was devoted to essays, criticisms on books, the theatre, and poetry. It was announced to be published "by the editor and Asbury Dickens, sole proprietors." "The editor" was Joseph Dennie, a native of Boston, Mass., where he was born Aug. 10, 1768. He was a graduate of Harvard. His ambition was the law, for which profession he studied, but which he is said to have abandoned after the disagreeable experience of his first case, in which his fine scholastic oratory, engaged in the elaboration of a very simple point of law in relation to debtor and creditor, was somewhat snubbed by a rough, unsympathizing, and inelegant justice of the peace. His tastes were literary, and he wrote essays under the title of the "Farrago." These were copied in the newspapers of the day, and their success induced Dennie to become connected with *The Tablet*, a small weekly in Boston, which lasted three months. The *Farmers' Museum*, published at Walpole, N. H., by Isaiah Thomas and David Carlisle in 1793, gained Dennie for a contributor, and in 1796 he became its editor. He wrote for it many papers, particularly a series under the title of "The Lay Preacher," in which he sought to use "the familiarity of Franklin with the simplicity of Sterne." The *Museum* was a brilliant literary venture, and for some years was successful. It was controlled by elegance and taste, and the editor succeeded in drawing around him a large number of contributors of wit, taste, and versatility. After some four or five years' labor on this magazine the bankruptcy of the proprietor put an end to its publication. Dennie was next a candidate for Congress, and was defeated. He left Walpole in 1799,

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and came to Philadelphia, to act as a clerk in the office of Mr. Pickering, Secretary of State. In 1800 he commenced to edit the *United States Gazette*. In the prospectus of the *Portfolio* he said,—

"A young man once known among village readers as the humble historian of the hour, a conductor of a *Farmers' Museum* and a *Lay Preacher's Gazette*, again offers himself to the public as a volunteer editor. Having, as he conceives, a right to vary at pleasure his fictitious name, he now, for higher reasons than any fickle humor might dictate, assumes the appellation of 'Oldschool.'"

At the beginning Dennie was inclined to the introduction of politics. His predilections were Federal, and opposition to Jefferson was frequently manifested. In one of the numbers for March, 1801, there was a criticism on the Declaration of Independence. This was followed by a counter-criticism; and subsequently a writer declared that the usual ceremony of reading the Declaration on every anniversary of the adoption of that paper was "an improper act," etc. In December, the fact that Mr. Jefferson had for the first time introduced a message to Congress, instead of delivering a speech, was declared by the *Portfolio* to be an "extraordinary procedure." In 1804, Dennie was indicted for a seditious publication against the government, but he was acquitted.

One of the most useful assistants of Dennie in the publication of the *Farmers' Museum* was Royal Tyler, of Boston, author of "The Contrast," which many writers have declared to be the first American play acted by a regular company,—an error not to be permitted in a work devoted to the history of Philadelphia, in which Godfrey's tragedy of "The Prince of Parthia" had been acted at the South Street Theatre twenty years before Tyler's play was produced in New York City. Tyler was a light and entertaining writer, and his contributions "From the Shop of Messrs. Colon & Spondee," an amusing *melange* of light verse and entertaining social and political squibs, were transferred to the *Portfolio*. In 1801, and afterward, Tyler published a series of papers entitled "An Author's Evenings." He was a lawyer, and for several years was chief justice of the Superior Court of Vermont.

Dennie called around him a considerable number of brilliant young writers. Among them were Gen. Thomas Cadwalader (who furnished translations from Horace), Samuel Ewing (who was a son of Dr. John Ewing, and whose signature was "Jaques"), Joseph Hopkinson, Horace Binney, Robert Walsh, Rev. John Blair Linn, Charles Brockden Brown, and Charles J. Ingersoll. Paul Allen, who was certainly an exception to Griswold's suggestion that Dennie was the only professional literary man in the country at the period, was a frequent contributor to the *Portfolio*, and was, it is said, assistant editor. He was a resident of Philadelphia during a portion of the time, and was a contributor to the *United States Gazette*. John Quincy Adams and Gouverneur Morris were among the contributors to the *Portfolio*, and various others in different parts of the country wrote for it. During the time of Dennie, and afterward, it was the best literary periodical published in the country. Mrs. Sarah Hall, mother of Judge James Hall, of Ohio, was a contributor to the *Portfolio* from the commencement and during the entire time it was published. She was a daughter of Dr. John Ewing, provost of the University, and was the mother of John E. Hall, who was one of the editors of the *Portfolio* from 1815 to 1827, in connection with his brother, Harrison Hall, who was the publisher.

In 1806 the form of the *Portfolio* was changed to octavo, and a new series was commenced with January of that year.

A new effort was made at the beginning of 1809 to improve and materially change the character of the *Portfolio*. A prospectus was published, in which the proposed improvements were set forth.

Dennie continued steadily in the editorship of the *Portfolio* until the summer of 1811, when his health seemed to be broken, and he relinquished his position for a time, but resumed it in January of the following year. In the number of that date he says he was compelled to relinquish his duties in consequence of "the furious onset of three potent adversaries,—sorrow, sickness, and adversity. Under the ardency of the summer solstice, and while the dog-star's unpropitious ray was flaming, he was confined to the couch of languor and anguish, and in the decline of autumn he was afflicted by one of the most tremendous domestic calamities which can agonize the sensibility, nourish the melancholy, and overpower the fortitude of man." Scarcely had this number been issued before Mr. Dennie was called away. He died suddenly on the 11th of January, 1812, aged forty-three years. In the next number of the *Portfolio*, in an obituary notice, his successor in the editorial chair said of Joseph Dennie, "So pure was its texture, so delicate its conceptions, that his mind seemed, if we may speak so, to have been bathed at its birth in the very essence of literature, to be daily fed with celestial dews of learning."

Dennie was succeeded in the editorship of the *Portfolio* by Nicholas Biddle. Mr. Biddle did not long remain in sole charge of the *Portfolio*. He was succeeded as editor, in the year 1812, by Dr. Charles Caldwell. The latter, in his autobiography, speaks as follows of the circumstances:

"To become the immediate successor of that gentleman [Biddle], whose abilities, in point of mind, attainments as a scholar, and accomplishments as a writer, were of a high order, was an enterprise involving no common share of hazard. To myself, deeply occupied as my mind and pen already were on several other engrossing subjects, the hazard was necessarily, by such considerations, in no ordinary degree augmented."

Dr. Caldwell, however, was a man of prompt habits, accustomed to work, willing to take great responsibilities, and enjoying in truth the labor which was necessary to overcome them. He says that he "accepted the proposal in less than a minute,

and in less than an hour began to prepare for the performance of the duty which it enjoined." He was under the engagement to furnish for each number ninety-eight pages of matter, the principal portion of it to be original. The writers for periodicals at that time were scarce, and not a single one was engaged by promise, much less by hire, to act as auxiliary. Dr. Caldwell at the time was engaged in the practice of medicine, was writing on medical subjects, and delivering lectures on medical jurisprudence and the philosophy of medicine. But he went into this affair with great earnestness and with success. He obtained the services of correspondents, officers in the army and navy, believing that at that time the most interesting and attractive matter the *Portfolio* could contain would be accounts of events and transactions of the war. He was assisted with the friendship of Gen. Brown, the commander-in-chief, who encouraged his officers to furnish important matter. Similar relations were created with officers of the navy, and the *Portfolio* received the accounts of momentous engagements as soon as they were received by the Secretary of the Navy. The result was a considerable increase to the number of subscribers. Dr. Caldwell, not having sufficient time to devote entirely to the magazine, employed as assistants, at liberal compensations, Dr. (Thomas) Cooper and Judge Workman, who then resided in Philadelphia, and who were distinguished beyond most other men of the place by the strength and fertility of their talents and their literary accomplishments. Dr. Thomas Cooper, the friend of Priestley, a chemist and lawyer, politician and judge, had been removed from the latter office in 1811, and was in Philadelphia at the time waiting for fortune. His engagement on the *Portfolio* was of much advantage, and enabled him to earn something for his support until he was elected professor of Mineralogy and Chemistry in the University of Pennsylvania on the 29th of December, 1816. Dr. Caldwell remained in charge of the *Portfolio* until the end of the year 1815. He was succeeded by John E. Hall, Jr., who continued until 1827.

The *Portfolio* was originally published "by the editor and Asbury Dickens;" afterward, in 1802, "by the editor and Elizabeth Dickens;" next "by William Fry, for the editor and Elizabeth Dickens;" then for the editor by William Fry; and subsequently for the editor by Hugh Maxwell. At the beginning of 1806 the quarto form was given up, and an octavo shape (book-size) was taken. John Watts assumed the publication in 1806. Bradford & Inskeep took hold of the magazine in 1812.

The Philadelphia Repository and Weekly Register, printed and edited by David Hogan, was commenced in 1801, and published in quarto form. John W. Scott succeeded Hogan as publisher at the beginning of the year 1803. The *Repository* was devoted to literature, and was popular among young ladies and gentlemen because it was edited with a kind spirit of encouragement toward their experiments in writing, and offered a place for their poetry, tales, and sketches, upon terms of criticism not very strict or severe.

The Juvenile Olio was established in 1802. In January proposals were issued to publish the *Olio* by Amyntor, a citizen of Philadelphia. All the pieces under that signature in the *Philadelphia Repertory*, it was announced, would be published by David Hogan, nearly opposite the United States Bank.

The Independent Whig came into existence in 1802, being started by Joseph Scott, the author of "Modern Geography." It was a family evening paper, Democratic in politics, published at No. 207 Arch Street.

The Literary Magazine and American Register was founded in October, 1803, by Charles Brockden Brown, who for some time previous to 1800 had been a resident of the city of New York. He came back to Philadelphia about 1801. The *Literary Magazine* was continued for about five years. He lived for some years in Eleventh Street, below George. Some of the city directories gave him the title of "merchant." In 1809, Mr. Brown published an address to the United States Congress on the "Utility of Restrictions on Foreign Commerce, with Reflections on Foreign Trade in General, and the Future Prospects of America." Sully, the painter, said of him,—

"I saw him a little before his death. I had never known him, never heard of him, never read any of his works. He was in a deep decline. It was in the month of November,—our Indian summer,—when the air is full of smoke. Passing a window one day I was caught by the sight of a man, with remarkable physiognomy, writing at a table in a dark room. The sun shone directly upon his head. I never shall forget it. The dead leaves were falling then. It was Charles Brockden Brown."

John Neal, to whom Sully told this anecdote, said that Brown lived in Eleventh Street, between Walnut and Chestnut, in a "low, dirty, two-story brick house, standing a little in from the street, with never a tree or a shrub near it." In 1815 William Dunlap published a life of Brown, in two volumes, together with selections from his works.

The Freeman's Journal was established in 1804. William McCorkle issued proposals at the end of the year 1803 for the publication of the *Philadelphia Evening Post*, which was to be a Republican (or Democratic) paper. The first number was issued early in 1804. It was published under the title of the *Evening Post* until the 13th of June of that year, when the title was changed to the *Freeman's Journal*. In 1808, William McCorkle and James Elliott, who were then associated as partners, changed the time of publication of the *Freeman's Journal* to the morning, daily; and they also published the *Freeman's Journal and Columbian Chronicle*, for country circulation, weekly. On the 1st of November, 1824, the *Freeman's Journal* was united with a paper called the *City Register*. The *Freeman's Journal* in 1804 was published at No. 31 Walnut Street, and a year or two afterward at No. 120 South

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Second Street. About 1815–16 the proprietors of the *Freeman's Journal* were William McCorkle & Son, and the office of the paper was at No. 20 Chestnut Street, which was at the southwest corner of Front Street. In 1823 the firm was William McCorkle & Joseph Hamelin, and the publication-office was at No. 68 Dock Street. McCorkle went out of the proprietorship in 1824, and Joseph P. Hamelin was editor of the paper in 1825, which was then published at No. 36 Walnut Street. On the 8th of January, 1827, the title of the paper was changed to *National Palladium and Freeman's Journal*, which became the property of the "Hickory Club" (Henry Horn, John Pemberton, Henry S. Hughes & Co.). Within the next two or three years the paper was under the editorial direction of three different journalists, namely, James A. Jones, Charles G. Green, and James Athearn. The last number was published April 8, 1828.

The Commercial and Political Register, a daily evening paper, was established in 1804 by Maj. William Jackson, and was conducted with success until the year 1815. Jackson was a native of Cumberland, England, and had been brought to Charleston, S. C., when a small child, he being an orphan. He had been liberally educated. He was a lieutenant in a South Carolina company during the Revolution, was afterward on the staff of Gen. Lincoln, went to Europe with Henry Laurens in 1781, and was Assistant Secretary of War in 1782, under Gen. Lincoln. He studied law and practiced in Philadelphia. He was secretary of the Federal Convention to frame a Constitution for the United States, and was private secretary of Washington during his administration as President. He accompanied Washington on his tours through the country in 1790–91. Washington appointed him surveyor of the port of Philadelphia in 1796, but Jefferson removed him in 1801, shortly after which he commenced the *Commercial and Political Register*. Maj. Jackson married Elizabeth Willing, the beautiful daughter of Thomas Willing, and sister to the celebrated Mrs. Bingham.

The Philadelphia Medical and Physical Journal, the contents of which were collected and arranged by Benjamin Smith Barton, had its origin on Nov. 1, 1804, and was continued until May, 1807. It was published in parts, with supplements, at irregular periods, by J. Conrad & Co.

The Evening Fireside, or Weekly Intelligencer, was commenced in 1805. After the publication of two volumes the work ceased. The Literary Club, which was formed in 1805, established *The Evening Fireside*. Joseph Rakestraw was the publisher.

The Philadelphia Prices-Current was started in 1805 by Thomas Hope, ship-broker, whose office was in Carpenters' Court, near the custom-house. It was issued regularly until some time in 1813. In the latter year the *Prices-Current* was published by John W. Scott. It seems to have ceased entirely at the end of December.

The Christian Sun and True Philanthropist, a weekly paper, was issued in 1805, by J. L. Hall & Co.

The Pelican, a German newspaper, was started, in 1805, by Joseph Forter, at No. 100 North Fourth Street,—weekly. It was chiefly devoted to literature.

The General Assembly's Missionary Magazine, or Evangelical Intelligencer, published monthly, was first issued in 1805. It represented the religious views and interests of the Presbyterian Church.

The Theatrical Censor, a weekly paper, was first published in 1805, by John Watts, from his polyglot office, at the corner of Eleventh and Walnut Streets. The first part appeared on the 9th of December of that year, and the last number was dated March 3, 1806, with a promise that the publication would be resumed at the beginning of the next theatrical season, and be continued regularly every Saturday until the close of the theatres,—price, two dollars. It is not probable that the publication was resumed. The *Censor* was conducted in a fair spirit of criticism, which was occasionally severe, but apparently justifiable, if the premises upon which they were founded were correctly stated. Beside the criticisms, there were occasional letters from correspondents, and comments upon theatrical matters. This publication created a very considerable sensation. The actors were not accustomed to hear anything but praises, and the boldness of this writer in pointing out their faults was very unpleasant. The *Repository* was the organ of the opposition, the writers for which, according to the *Censor*, were organized into a club.

The Philadelphia Medical Museum, conducted by John Redman Coxe, was in existence from 1805 to 1810, beginning in the year first named. It was published by A. Bartram.

The American Register, or General Repository of History, Politics, and Science, was commenced by C. & A. Conrad, in 1806.

The Spirit of the Press was published by Richard Folwell, sometimes monthly, and sometimes at greater intervals. Folwell was a printer, and was a dwarf and a hunchback. For these personal defects he made up by an active spirit, by boldness, and by pertinacity. He was a town character. His paper was exceedingly personal, applied nicknames to the persons chosen for censure, sometimes endeavored to overwhelm them with ridicule, and on other occasions followed them with strong invective. The paper was started in 1806, and was continued for some years.

The Democratic Press came into existence in 1807. In February, John Binns, who had been editor of the *Republican Argus*, at Northumberland, Pa., issued proposals for publishing in this city, on Tuesdays and Fridays, the *Democratic Press*, with the motto,—"Strike, but hear." The first issue was on March 27th. A few numbers were issued on the plan of twice a week, but, in June, Mr. Binns announced that after the 29th of that month the *Democratic Press* would be published every evening. In the autobiog-

raphy of John Binns, he notices the help which was given him by Col. William Duane, of the *Aurora*, who was perfectly willing at the time that a new paper of the Republican party should be established in Philadelphia, a piece of liberality which he perhaps subsequently regretted, as the two papers were in after-years hostile to each other. Mr. Binns says that Duane—

"did not approve of the name which I proposed for the paper, which he thought was impolitic and dangerously in advance of public opinion. Parties, he said, were in all the States known as Republicans and Federalists. The name of Democrat was nowhere in use. He feared the title, the *Democratic Press*, would prejudice the public against the paper. 'Recollect,' said he, 'that Mr. Jefferson, the able leader of the party, in his inaugural speech took occasion, in speaking of the political parties of the United States, to say, "We are all Republicans; we are all Federalists." The word "Democrat," or "Democratic," is not used, indeed, or scarcely known as applied to politics or parties.'"

Binns, however, had determined on that name; and on the 27th of March, 1807, was published the first number of that paper, with the motto,—"The tyrant's foe; the people's friend." It was the first paper published in the Union, or anywhere else, under the title of *Democratic*, and it was some years before the title was adopted by any other newspaper, or by the party. It however, in time, won its way into public favor, and the political parties of the time recognized and adopted it. "The name of 'Republican' faded away, and that of 'Democrat' was substituted in its place, and continued to gain ground throughout the Union." The first office of the *Democratic Press* was on the east side of Front Street, below Walnut, which Mr. Binns had rented for four hundred dollars a year. He remained there only one quarter, and then went to Church Alley, next to Christ Church, where his rent was six hundred dollars a year. He lived in a small three-story house on Vine Street, above Fifth, at a rent of five hundred dollars a year. He then removed to a small two-story house on Church Alley, which he obtained at a rent of one hundred and sixty dollars a year. In 1810 the office of the *Democratic Press*, together with the residence of Mr. Binns' family, was removed to No. 108 Market Street, which had been occupied by Col. Duane. In 1815 the office of the *Press* was removed to No. 70 Chestnut Street, between Second and Third. The paper was a power in the Democratic party, and might have remained so if Mr. Binns had not opposed Andrew Jackson for the Presidency in 1824, and afterward. The *Democratic Press* was issued for the last time on Nov. 14, 1829, it having been absorbed by *The Philadelphia Inquirer*.

The Tickler, edited by George Helmbold, was published by him Sept. 16, 1807, under the editorial *nom de plume* of "Toby Scratch'em." It had for its motto the following quotation from Pope:

> "Curst be the verse, how well soe'er it flow,
> That tends to make one worthy man my foe,
> Give virtue scandal, innocence a fear,
> Or from the soft-ey'd virgin steal a tear!"

It was to be issued every Wednesday morning, at the price of four dollars per annum, from No. 131 South Front Street. Owing to pecuniary difficulties, the first volume of fifty-two issues was not completed until Feb. 8, 1809. The paper finally attained considerable circulation; but innumerable suits for libel were brought against Helmbold, and to avoid them he enlisted as a private in the regular army in the war of 1812, was soon made a sergeant, distinguished himself for bravery, and was promoted at Lundy's Lane to a lieutenancy. Upon the occasion of a great battle, when he saw a part of his command shrinking from the telling fire of the enemy, he is said to have stirred them up with the comforting assurance of safety, that "those who were born to be hung were in no danger from cannon-balls and bullets." After the war he took the Minerva Tavern, on Sansom Street, above Sixth, but kept it only a short time. He afterward resumed the editorial pen, and became the editor of *The Independent Balance* until his death, which took place in 1821.

The Eye, a weekly magazine, by "Obadiah Optic," had its inception in 1808, being first issued by John W. Scott on the 1st of January of that year. It contained essays and light papers,—moral and pleasing,—with occasional poetry.

L'Hemisphere, a paper printed in the French language, was issued in October, 1809, by J. J. Negrin. Two volumes were published.

Select Reviews and the Spirit of the Magazines, a journal of elevated tone, was originally issued in 1809. This work was conducted by Enos Bronson and others, and was published until eight volumes were finished. Washington Irving was at one time connected with this periodical, the work upon which, although it was solid, was not greatly to his taste. He was much better pleased when *Select Reviews* went into new hands and assumed another title. It became the *Analectic Magazine*.

The Mirror of Taste and Dramatic Censor had its origin in 1810, the first number being issued in January by Bradford & Inskeep. It was published monthly, in small octavo size. Each number contained about one hundred pages, and was illustrated with a fine portrait of some actor or actress, generally engraved by Edwin. The contents were biographical, historical, critical, and miscellaneous. The *Dramatic Censor* took up the performances at the theatre regularly night after night, and criticised the actors, as well as the plays, with perspicuity and some severity, but with much interest and vigor. The editor of this magazine was Stephen Cullen Carpenter, an Englishman, who had reported the trial of Warren Hastings in Parliament, and who came to the United States in 1803. He established at Charleston in 1805 the *Monthly Register, Magazine, and Review of the United States*. He published at New York in 1809 "Memoirs of Jefferson." The *Mirror of Taste* was published during the year 1810 and until the end of the year 1811 with no apparent loss of spirit or vigor. Edwin and Leney furnished the majority of the en-

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gravings, which were generally from portraits by Sully, Wood, and Rembrandt Peale. In the number of the *Mirror* for April, 1811, appeared the first effort of a young Philadelphia artist, Charles R. Leslie, who, much attracted by the genius of Cooke, the English actor, made a sketch of him at full length, which was engraved by Edwin. Engravings were subsequently made from his designs of Cooper as *Leon*, and Jefferson and Blisset in the "Budget of Blunders."

The Philadelphia Repertory, a weekly paper devoted to literature and useful intelligence, was issued in 1810 by Dennis Hart.

The Evening Star was started in 1810 by White, McLaughlin & Co., at No. 53 South Fifth Street. It was a daily paper, and was published at the price of eight dollars a year.

The Amerikanischer Beobachter (in the German language) was published weekly, in 1810, by Conrad Zentler & John Geyer.

Le Revelateur, Journal Politique Literaire et de Commerce was published, in 1810, three times a week, Mondays, Wednesdays, and Saturdays, at eight dollars per annum, by M. Truchet.

The Trangram, or Fashionable Trifler, had its origin in 1810. It introduced itself as follows:

"*The Trangram, or Fashionable Trifler.* By Christopher Crag, Esq., his Grandmother and Uncle.

'How now, ye cunning, sharp, and secret wags!
What is't ye do?—
A deed with a double-name?'

Philadelphia:
Published by George E. Blake.
T. & G. Palmer, printers." *

In the first number it was explained to the reader that "the title was adopted because a 'trangram' was a strange thing,—an odd thing, curiously contrived." This affair, which was in the style of the *Salmagundi*, is believed to have had three authors. One of them was Alexander Coxe, a son of Tench Coxe, afterward a member of the Philadelphia bar. A second writer for this periodical was Mordecai Manassas Noah. The third writer is not known. Three numbers of this magazine are in the library of the Pennsylvania Historical Society. There is considerable humor and good sense in the few numbers which have been preserved.

The American Sentinel had its inception in 1811, being issued by Lewis P. Franks, printer, at No. 164 Cherry Street. It was published twice a week, and was devoted to the support of the Democracy of the old school. It was continued with not very remarkable success for five years. In 1816 it was purchased by Jacob Frick & Co., who, on August 25th, turned the affair into a daily morning paper, under the title of the *American Centinel and Mercantile Advertiser*, and published it at No. 24 Walnut Street. With Mr. Frick was associated Peter Hay, who was one of the editors of the *Centinel* from the beginning. Before the year 1824 the name of this paper was changed from *Centinel* to *Sentinel*. It was published with varying degrees of prosperity until 1847, when it was merged into the *Evening Bulletin*, which was issued for the first time April 12th of that year.

The Weekly Public Sale Report and the **Daily Public Sale Notice** were issued in 1811, by Peter A. Grotjan, from his office and dwelling, No. 77 Walnut Street. About 1818 the titles of those publications were changed to the *Philadelphia Prices-Current and Weekly Public Sales Report*. Stephen Blatchford was associated with Grotjan in 1819, the paper then being called the *Philadelphia Letter-Sheet Prices-Current*. This paper after 1825 passed into the control of Cephas G. Childs.

The Eclectic Repertory and Analytic Review, Medical and Philosophical, a quarterly journal, was commenced in October, 1811, and was continued until October, 1820, being edited by an association of physicians. The publishers were T. Dobson & Son. In January, 1821, it was continued as *The Journal of Foreign Medical Science and Literature*, being conducted by S. Emlen, Jr., and William Price, and published by Eliakam Littell. It was suspended in October, 1824.

The Beacon, a didactic journal, made its appearance in 1811, printed by W. Brown, No. 24 Church Alley. The first number was published on Wednesday, Nov. 27, 1811, and the second number on Dec. 11, 1811. The library of the Historical Society of Pennsylvania possesses these two numbers. It is doubtful whether any more were published. The style was good, but the subjects were treated too soberly to attract attention or to win wide popularity.

The American Review of History, of Politics, and General Repository of Literature and State Papers, was a publication of the same character as the *Register*, founded in 1806. It was commenced in 1811, was edited by Robert Walsh, and was published quarterly for two years, in four volumes.

The Historical Register of the United States from the Declaration of War in 1812 was commenced in the latter year, and was continued during the conflict, its purpose being to preserve records of the important events which were connected with the controversy. It was completed in four volumes.

The Cynic, a periodical paper published in 1812, undertook the work of criticism.

The Whig Chronicle, with the motto, "*Omnibus civibus patet; sed nullus partium minis, nullus terriculus moveteur*," was begun in November, 1812, by George F. Goodman, at No. 87 Callowhill Street. It was published three times a week, and the subscription price was five dollars a year.

The Analectic Magazine was started on the 1st of January, 1813, by Moses Thomas, at No. 52 Chestnut Street. This periodical made its appearance just after the commencement of the war with England, and the publisher judiciously engaged the interest which existed in all parts of the country during that struggle by printing a series of biographies of the

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military and naval heroes of the war. They were illustrated with portraits, and many of the biographies, which were written by Washington Irving, were prepared with much care, and were given in elegant style. At the close of the year 1816 the proprietor gave notice that he would give three dollars a page for any original articles deemed worthy of insertion in that periodical. The failure of Bradford & Inskeep, about 1815–16, produced a corresponding disaster in the fortunes of Moses Thomas, who, however, was enabled to go on with the publication by a composition with his creditors. Mr. Irving ceased to be the editor about 1816. The magazine was continued until 1821, when it took a new form.

The Religious Remembrancer was commenced on the 4th of September, 1813, by John Welwood Scott. It was issued weekly. This was the first religious weekly newspaper published in the United States. It preceded the *Boston Recorder*, which was commenced by Nathaniel Willis in January, 1816, and which is asserted by many to have been the first religious newspaper,—which it was not. It was published at No. 81 South Second Street.

The Juvenile Portfolio, a miscellany devoted to the amusement and instruction of youth, was published weekly by Thomas G. Condie, Jr., No. 22 Carter's Alley, at twelve and a half cents per month, payable quarterly. It made its appearance in 1813.

The Porcupine, a weekly paper, was issued by Lewis P. Franks & Co., in 1813.

The Focus and Weekly Messenger was started in 1813, by Thomas Waterman and Andrew J. Hutchins.

The American Weekly Messenger, or Register of State Papers, was issued by John Conrad in 1814. As the *Register* and *Review* had abandoned this field, there seemed to be a prospect for the success of Mr. Conrad's venture, but this did not appear to be the case. After a sufficient trial to prove the feeling of the public toward it, the *Messenger* was abandoned.

L'Abeille Americaine Journal Historique, Politique et Literaire was printed and published in 1815 by A. A. Blocquert, at No. 130 South Fifth Street. It was a weekly publication. Subscriptions were taken by Mathew Carey and E. Chaudron. This periodical was commenced on the 15th of April, 1815, and was continued several years. Six volumes of this magazine were presented to the American Philosophical Society by the late Peter S. Du Ponceau.

The Luncheon, a monthly satirical paper, "boiled for people about six feet high, by Simon Pure," appeared in July, 1815. It was a political publication, and it was announced that it would be issued monthly. The second number of this affair contained a bitter and an abusive article purporting to be a biography of William McCorkle. In January, 1816, Lewis P. Franks was compelled to confess that he was the author of the *Luncheon*, that the biography of McCorkle was untrue, and announced that the paper would be discontinued.

The Evangelical Repository, at three dollars per annum, was issued in 1816.

The Journal of the Academy of Natural Sciences of Philadelphia was commenced in 1817. By means of it the society "determined to communicate to the public such facts and observations as having appeared interesting to them are likely to be interesting to other friends of Natural Science." The publication was begun when the academy was located at No. 35 Arch Street. About a year after the date of the first issue publication was suspended until 1821, when it was resumed under the management of Dr. Isaac Hays, and continued, without interruption, until 1825, the printer being Jesper Harding, afterward one of the proprietors of the *Evening Telegraph*. It was continued afterward up to 1842, when the first series closed. It consists of eight octavo volumes, each divided into two parts, embracing two hundred and thirty-seven papers or articles, contributed by fifty-six authors, many of them bearing distinguished names, describing in a technical manner objects new to naturalists at the date of publication. This series includes an aggregate of two thousand nine hundred and twelve pages and one hundred and sixty-one plates.

The second series was begun December, 1847, and is still continued.

The Independent Balance, a weekly paper, "by Democritus the younger, a lineal descendant of the Laughing Philosopher," was established, in 1817, by George Helmbold, "the first editor of the *Tickler*, and late of the United States army." The first number was published March 20th. The motto was, "Let it be impressed upon your minds, let it be instilled into your children, that the liberty of the press is the palladium of all the civil, political, and religious rights of freemen."—*Junius*. The second volume commenced with a vignette, in addition to the heading, of a sportsman shooting a bird, with the motto,—

> "Whene'er we court the tuneful Nine,
> Or plainer Prose suits our design,
> Then fools may sneer and critics frown
> At every corner of the town,—
> Condemn our paper or commend;
> One aim is ours, our chiefest end:
> With well-poised gun and surest eyes,
> To shoot at Folly as it flies."

The *Balance* contrived to get a large circulation. It was managed with tact and a degree of talent which, if better directed, would have been productive of satisfactory results. But it was exceedingly free in using the names of citizens as well as of politicians, utterly unscrupulous as to what it said, and careless to examine into the truth of its assertions. It was vindictive, unscrupulous, and scurrilous, and was particularly effective in ridicule, which it applied unsparingly to those persons whom its conductors did not admire. George Helmbold, the editor, died in Philadelphia, on the 28th of December, 1821. After Helmbold's death the *Balance* went through various changes of proprietors and editors, until it passed into the hands

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of L. P. Franks, who published it at "No. 1 Paradise Alley, back of No. 171 Market Street, between Fourth and Fifth Streets." It was at this time edited "by Simon Spunkey, Esq., duly commissioned and sworn regulator, weighmaster, and inspector-general." Its motto was, "I claim as large a charter as the wind, to blow on whom I please."

The Franklin Gazette had its origin in 1818. In February public notice was given through the newspapers that the *Franklin Gazette* was to be established in Philadelphia by Richard Bache. It was to be in favor of Governor Findlay, and it was suggested by the *United States Gazette* that, although the *Democratic Press* was on the same side, the *Franklin Gazette* was expected to supersede it. It was to be published as an evening paper. Bache, at this time, was postmaster, and he published the *Franklin Gazette* at No. 116 Chestnut Street. It was continued until the 22d of November, 1824, when it was united with the *Aurora*.

The Quarterly Theological Review, which was conducted by Rev. Ezra Styles Ely, was commenced in 1818.

The Philadelphia Register, a weekly paper, the title of which in 1819 was changed to the *National Recorder*, was founded by Eliakim Littell and S. Norris Henry, in 1818. In 1821 the name was again altered, and it made its appearance in July, 1821, as the *Saturday Magazine*. In that periodical were published De Quincey's "Confessions of an Opium-Eater," and the works of Charles Lamb. In 1822 the title was again changed, and the issue made monthly. The *Saturday Magazine* became the *Museum of Foreign Literature and Science*. During the first year it was edited by Robert Walsh, and afterward by Eliakim and Dr. Squier Littell. This periodical was continued in Philadelphia for many years. The publication-office was removed to New York in 1843, and the title of the magazine was changed to the *Eclectic Museum of Foreign Literature and Science*, Mr. Littell, however, having no connection with it. He then went to Boston, where, in 1844, he established *Littell's Living Age*, which he continued till his death, May 17, 1870.

The American Medical Recorder, conducted by a number of physicians, first appeared in 1818. It was a quarterly journal, and published by James Webster. The title subsequently, in 1824, became the *Medical Recorder of Original Papers and Intelligence in Medicine and Surgery*. In 1829 it was merged into the *American Journal of the Medical Sciences*.

The Ladies' and Gentlemen's Weekly Literary Museum and Musical Magazine, published weekly by H. C. Lewis, No. 164 South Eleventh Street, made its appearance Jan. 1, 1819. It was a union of two periodicals previously issued separately.

Salmagundi (second series), by Launcelot Langstaff, Esq., was published by M. Thomas (Johnson's head), No. 108 Chestnut Street, between Third and Fourth, and J. Haly & C. Thomas, No. 55 Maiden Lane, New York,—J. Maxwell being the printer,—in 1819. It was Paulding's effort to revive those famous papers, but the times were not propitious. It was published once a fortnight. The first number contained,—"From My Elbow-Chair," "Codification," by Will Wizard, "Criticism on Shakespeare's Othello," etc. The copyright was dated June 22, 1819. This serial was published during ten or twelve months.

The Columbian Advocate was established at Germantown in June, 1819.

The Latter-Day Luminary was first issued by a committee of the Baptist Board of Foreign Missions for the United States, in 1819. It was published monthly.

The Episcopal Magazine, a thirty-two page octavo periodical, issued monthly, was first issued in January, 1820. It was published by S. Potter & Co., J. Maxwell being the printer. The publication was continued for several years, for the greater portion of the time under the editorial direction of Rev. C. H. Wharton, D.D., and Rev. George Boyd. It was devoted to the general interests of the Protestant Episcopal Church. The original office of publication was at No. 55 Chestnut Street. In 1821 it was removed to No. 87 Chestnut Street.

The Rural Magazine and Literary Evening Fire-Side, a forty-page octavo, published monthly by Richards & Caleb Johnson, at No. 31 Market Street, made its appearance in January, 1820. It was printed by Griggs & Dickinson. It was chiefly devoted to agricultural and horticultural matters.

The American Journal of the Medical Sciences was projected by Professor Nathaniel Chapman. The first number was issued as a quarterly in 1820, under his editorship, by the publishing house of M. Carey & Son, and under the title of the *Philadelphia Journal of the Medical and Physical Sciences*. In 1825, Drs. William P. Dewees and John D. Godman were associated with Dr. Chapman in the editorship, but the editorial work practically devolved upon Dr. Godman. In February, 1827, Dr. Isaac Hays was added to the editorial staff, and in consequence of Dr. Godman's appointment to the professorship of Anatomy in Rutgers Medical College requiring his removal to New York, Dr. Hays virtually became the editor.

With a view to making the *Journal* more broadly representative and national in character, the co-operation of the leading medical minds in all parts of the country was secured, and in November, 1827, the name of the *Philadelphia Journal* was changed to the *American Journal of the Medical Sciences*, and Dr. Isaac Hays became its sole editor. In 1869 his son, Dr. I. Minis Hays, was associated with him, on whom the entire editorial duties devolved in 1879.

The general plan of the *Journal* has been unchanged since its origin in 1820; it has always been regularly issued by the same publishing house, and for half a century it has been under the control of its present senior editor. The increasing progress in the cultiva-

tion of the medical sciences gradually seemed to call for more space and more frequent communication with readers, and in 1843 the *Medical News* was commenced as a monthly in connection with the *Journal*. This sufficed for many years, until the increasing pressure of material led, in 1874, to the issue of another periodical, the *Monthly Abstract of Medical Science*, under the same editorial supervision.

In 1880 these two periodicals were combined as the *Medical News and Abstract*, which, in 1882, became the *Medical News*, issued weekly.

An examination of the series of the *Journal* shows that among its collaborators are found the names of all the eminent physicians of the period who have contributed to the reputation of American medicine. They have made it a representative journal of American medicine, and, as such, its files are found and consulted in the principal medical libraries of the world. The publishers of the *Journal* are Henry C. Lea's Son & Co., at Nos. 706 and 708 Sansom Street.

The Reformer, a religious and moral publication, issued monthly, was commenced about 1820.

The Critic, a periodical paper, was published, in 1820, as a journal of criticism, science, and the arts. It was not very successful.

The National Gazette and Literary Register made its appearance on the 5th of July, 1820, the publisher being William Fry, No. 63 South Fifth Street. It was published on Wednesdays and Fridays, at five dollars per annum. After a time the semi-weekly issues ceased, and the *Gazette* was brought out as a daily evening paper. Robert Walsh was associated with Mr. Fry in the establishment of this paper. This journal, under the management of Mr. Walsh, made an inroad upon the method in which daily newspapers had previously been conducted. Mr. Walsh was not much of a party politician. His tastes were literary. He had commenced his career as a writer in the *Portfolio*, had been one of the contributors to the *American Review*, and had published various books, essays, and papers. The *National Gazette*, while not wholly neglecting the politics of the country, discussed matters of science, literature, fine arts, and philosophy. On the 1st of January, 1842, the *National Gazette* was merged into the *Pennsylvania Inquirer*.

The Literary Gazette, or Journal of Criticism, Science, and the Arts (being a third series of the *Analectic Magazine*) made its appearance as a quarto of sixteen pages, published weekly by James Maxwell, corner of Fourth and Walnut Streets, at six dollars per annum, on Feb. 6, 1821. There is one volume of this periodical in the Historical Library which was published in 1821.

The Bee was issued in 1821, by Robert S. Coffin, who had attained a local reputation as a writer of verses for various papers, under the *nom de plume* of the "Boston Bard." He had been a compositor in the office of the *Village Record*, at West Chester, Pa., where he wrote some stanzas on "A Blind Girl," which enlisted popular sympathy from the fact of their having been put in type by a blind compositor, daughter of Mr. Miner, then publisher of the *Record*. Mr. Coffin came to Philadelphia, and issued proposals for a literary paper to be called the *Bee*. It was published but a short time, the meagre subscription-list passing into the hands of the proprietors of the new *Saturday Evening Post*.

The Saturday Evening Post was published for the first time in 1821. After Coffin, as stated above, had procured about two hundred subscribers for the *Bee*, the list came into the hands of Charles Alexander, then a recent graduate of Poulson's *Daily Advertiser*. Mr. Alexander associated himself with Samuel C. Atkinson, of the firm of Hall & Atkinson (successors to Hall & Pierie), carrying on the printing business in the office once occupied by Benjamin Franklin, "back of No. 53 Market Street." In this office the firm of Atkinson & Alexander commenced the publication of the Philadelphia *Saturday Evening Post*, the first number appearing on the 4th of August, 1821, the defunct *Bee* forming the nucleus of the new enterprise. The "Boston Bard" died of consumption a few years afterward at his home in Newburyport, Mass., his last hours being passed in revising the proof-sheets of a volume of his poems.

The office back of No. 53 Market Street, four or five doors below Second Street, was a medium-sized two-story brick, the first floor occupied as a press-room, with two of Patrick Lyon's presses, the second story divided into two composing-rooms, and the attic used as the editor's private quarters. The original editor of the *Post* was T. Cottrell Clarke, who withdrew in 1826 and established the *Ladies' Album*, a weekly literary miscellany, which was subsequently, under the management of Robert Morris, merged into the *Pennsylvania Inquirer*. On the appearance of the *Album* the *Post* was enlarged. Mr. Clarke was succeeded as editor by Morton McMichael, who subsequently resigned to become the first editor of the old *Saturday Courier*, and who afterward and for so long a time was the editor and publisher of the *North American and United States Gazette*.

The old office, long since demolished, contained in the second story the identical press at which Franklin had exercised his skill, and which subsequently found a resting-place among the curious relics in the Patent Office at Washington. Over the entrance to the composing-room was this "Warning," for the benefit of meddlesome visitors, probably written by Franklin himself:

> "All you who come this curious art to see,
> To handle anything must cautious be;
> Lest by a slight touch, ere you are aware,
> That mischief may be done you can't repair.
> Lo! this advice we give to every stranger:
> Look on and welcome, but to touch there's danger."

This paper, even so late as 1821, was worked off with the laborious manipulation of wrist-dislocating ink-balls, and a clumsy beating of forms that can hardly

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be realized by the skillful pressman of the present day, while the crude press of Patrick Lyon, and even the improved Columbian and the Washington, taxed the pressman's strength from Friday noon—sometimes all night and far into the next day—to work off what would now be a very moderate edition.

While the advent of a new paper required a supply of new type, the old stock was not melted up, but what was then looked upon as the "old Franklin type" was carefully preserved. One use, and perhaps the latest to which it was put, was in the hands of a reverend compositor, who set up his own translation of the New Testament, the proofs being taken on the old Franklin press. This was the Rev. Dr. Abner Kneeland, a Universalist theologian, an able and popular preacher in that day.

This old material from the *Pennsylvania Gazette* came into Mr. Atkinson's possession by reason of the fact that his former partner (Hall) was a grandson of David Hall, who purchased the *Gazette* from Franklin in 1766.

In 1828, Mr. Atkinson became sole proprietor of the *Post*, and employed Benjamin Mathias as editor, who subsequently became, with Joshua L. Taylor, the founder of the *Saturday Chronicle*. Leaving types for politics, Mathias was elected to the State Legislature, and for several sessions presided as Speaker of the Senate, and was the author of Mathias's "Legislative Manual." Prominent among the subsequent editors we may name Charles J. Peterson, Rufus W. Griswold, H. Hastings Weld, and Henry Peterson.

In 1827, the office of the *Post* was removed from Market Street to No. 112 Chestnut Street, between Third and Fourth; in 1833, to No. 36 Carter's Alley (the northern end of Dr. Jayne's building now occupies the site); in 1840, to the second floor of the old *Ledger* building, southwest corner of Third and Chestnut Streets; in 1848, to No. 66 South Third Street, over the *North American* office; in 1860, it was removed to No. 319 Walnut Street.

Mr. Atkinson continued the publication until November, 1839, when he sold to John S. Du Solle and George R. Graham. Mr. Du Solle remained connected with the paper but a few months, and was succeeded by Charles J. Peterson, the firm-name being George R. Graham & Co. In 1843, these gentlemen sold to Samuel D. Patterson and Co., who, in March, 1848, disposed of the establishment to Edmund Deacon and Henry Peterson, each of whom had previously owned a portion. In 1857, the folio form was abandoned for the present quarto, and the old familiar head was replaced by a more elaborate one.

During the past decade the *Post* has several times changed hands. Many younger literary journals have been united with it. Among these were the *Saturday News*, published by Louis A. Godey & Co.; the *Saturday Bulletin*, of which Edmund Morris was the publisher; the *Saturday Chronicle*, by Mathias & Taylor; and the *United States*, published, in 1841–42, by Swain, Abell & Simmons, the founders of the *Public Ledger*.

The *Post* is the oldest of the family newspapers, and for many years had a monopoly of its special field. Nearly all the prominent writers of the country, for the last sixty-three years, have contributed to its columns, and the reputations of many were established through its agency.

Of the English authors, G. P. R. James, Mary Howitt, Mrs. Henry Wood, and others, have contributed to its pages, the last named having written several novels for the *Post* before the review of "East Lynne" by the *London Times* made her famous. It afforded some amusement in the office of the *Post* to see the very novels which had been published in its columns, without attracting much attention, brought out afterward with a great flourish of trumpets in England, and extolled in very high terms, when reprinted in this country, by the critics of the American press.

The Columbian Observer, the motto of which was "Equal Rights, Honest Agents, and an Enlightened People," was established by Stephen Simpson and John Conrad, April 1, 1822, as a semi-weekly paper, and, as originally conducted,—according to the *United States Gazette*,—was devoted more to criticism and speculations on literary and political subjects than to news. But this could not long remain as a proper description of the *Observer*. Simpson's great strength was as a controversial writer, and his chief ability was in attack. He was son of George Simpson, cashier of the old Bank of the United States, and afterward of Stephen Girard's bank. Simpson went into the National Bank when a young man as note-clerk. He must have remained in that position for some time. When he left the bank he made his first venture in newspaper-writing as the author of a series of articles in relation to the management of the Bank of the United States, its policy, and its transactions, which were signed "Brutus." "The tone of those articles was extremely vindictive. They were virulent; they were bitter; but they were extremely able. . . . Armed with this immense power, conferred upon him by his knowledge of facts, 'Brutus' added to the force of his articles a nervous, solid and sarcastic style, which either crushed by its vehemence or deeply wounded by its thrusts." Much care was taken to make the secret of the "Brutus" letters a mystery, and the more they were talked about the higher was the opinion of the town in relation to their merits. It is probable that the secret of the authorship of the "Brutus" articles was known to many persons before the establishment of the *Columbian Observer*, which paper, with the resumption of a series of articles signed "Brutus," in the same style as was manifested in the *Aurora*, revealed the real state of the case. The *Columbian Observer* was a Democratic paper, belonging to one of the sections of that party. It was an early advocate of the nomination of Gen. Andrew Jackson for the Presidency, and had the following at its editorial head:

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"Freemen, cheer the Hickory tree;
In storms its boughs have sheltered thee;
O'er Freedom's land its branches wave;
'Twas planted on the Lion's grave."

The verse was thus parodied in the *Democratic Press*:

"Slaves, bow down to the Hickory tree,
Its boughs have oftimes wattled thee;
O'er Freedom's land its branches wave,
To cheer the fool and scourge the slave."

The publication of the paper was intrusted by Simpson & Conrad, who were not practical printers, to Jesper Harding. It was printed at No. 55 Chestnut Street.

The Christian Gazette and Youths' Herald was first published in May, 1822. In was in form a small folio, and issued every Saturday, from No. 2 Sansom Street.

The Episcopal Recorder was established in 1822, through the exertions of Rev. G. T. Bedell, D.D., then rector of St. Andrew's Protestant Episcopal Church. Among its early editors was Rev. B. B. Smith, now (1884) and for many years presiding bishop of the Protestant Episcopal Church in the United States.

Its object was to present those evangelical views which were held by Dr. Bedell, and had been maintained in the Church of England by John Newton, Henry Venn, Richard Cecil, Charles Simeon, and those who at one time were known as the Clapham sect.

With different editors, and under many changes of ownership, those views have always been maintained by the *Episcopal Recorder*, and they are still its guiding principles. It has undergone various modifications in its name and position, but none in its theological or ecclesiastical views.

When the Reformed Episcopal Church, the legitimate outcome of the views upheld by the *Recorder*, was founded under Bishop Cummins, in 1873, that paper became an exponent of the aims and principles of the new organization, and as such it continues.

A leading feature in the *Recorder* is the appearance in its columns of articles by leading men among other evangelical denominations, in which respect it resembles no other Episcopal paper in the United States. Among these names may be mentioned Drs. John Hall, Crooks, Crosby, Cuyler, and Pentecost, of New York; Dr. Joseph Parker, of London; Drs. Withrow and Warren, of Boston; Drs. Breed, Boardman, and Pierson, of Philadelphia; Drs. N. West and Morehead, of Ohio; Cooper, of Pittsburgh; E. T. Burr, of Connecticut, and many others.

The *Recorder* is a sixteen-page quarto, published weekly at No. 931 Arch Street.

The United Brethren's Missionary Intelligencer was established by the Moravians in 1822.

The Erin, a weekly paper, devoted to Irish news, was established in August, 1822, and was published by Hart & Co., No. 117 South Fifth Street, one door above Chestnut.

The Philadelphia Recorder was first issued on April 5, 1823. It was a religious weekly, folio in form, and was published in behalf of the Protestant Episcopal Church, by Stavely & Bringhurst, and afterward by William Stavely, at No. 70 South Third Street. It was under the editorial direction of Rev. G. T. Bedell. It was continued for several years.

The Teachers' Offering, or the Sabbath Scholar's Magazine, was established by the American Sunday-School Union in November, 1823. It was under the editorial direction of Frederick A. Packard, and was a 16mo of sixteen pages each. Soon after it was enlarged, and the name changed to the *Youths' Friend*. It continued to be a popular illustrated Sunday-school paper for upwards of twenty years, and millions of copies were circulated

The Christian Advocate was commenced in 1823, and was published monthly.

The City Register, an evening daily paper, was established in 1823, and was united with the *Freeman's Journal* on the 1st of November, 1824.

The Arcadian, a literary periodical, was established in the latter part of the year 1823, by S. Potter & Co.

The Gazetteer, devoted to religion, science, morality, and news, and edited by Rev. Abner Kneeland, was started Jan. 7, 1824, the publishers being Atkinson & Alexander, at No. 53 Market Street. It was a quarto publication. It was continued until December, 1824, being issued once a week.

The Statesman, a miscellaneous journal, was published in 1824, and issued three times a week.

The Liberal was issued in 1824 as a weekly publication.

The Medical Review and Analectic Journal, edited by Drs. John Eberle and George McClellan, made its appearance in June, 1824. Publication was suspended in August, 1826. It was a quarterly periodical, and was published by A. Sherman.

The Æsculapian Register, edited by several physicians, was first issued June 17, 1824. It was a weekly periodical, and enjoyed but a brief existence, the last number being issued Dec. 9, 1834. The publisher was R. Desilver.

The American Sunday-School Magazine, a monthly, large octavo, containing thirty-two pages, was begun in July, 1824, being published at one dollar and fifty cents per year. It was the first Sunday-school teachers' periodical issued in America. In 1831, having previously become a quarterly, it was merged into *The Sunday-school Journal and Advocate of Christian Education*, a large folio, issued weekly, which had come into existence on Nov. 24, 1830. Both journals were established by the American Sunday-School Union.

Darby's Geographical, Historical, and Statistical Repository, a monthly journal, was commenced in 1824.

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The Reformer, whose avowed purpose was to "expose the clerical schemes and pompous undertakings of the present day under the pretense of religion, and to show that they are irreconcilable with the spirit and the principle of the gospel," was published in 1824 by Theophilus R. Gates.

The Christian, a weekly paper, was commenced in 1824, by J. Mortimer, South Second Street.

The Amerikanischer Correspondent, "fur das In- und Ausland," was established in January, 1825. It was published twice a week, on Wednesday and on Saturday, for a portion of the time by John George Ritter, at No. 253 North Second Street, and also by J. C. Gosler, at No. 72 Wood Street, near the southeast corner of Fourth Street. Its existence continued until the last of December, 1829, when it was merged into the *Philadelphischer Correspondent*, which was begun on Jan. 2, 1830.

The Philadelphian, a religious journal, was established in May, 1825, by S. B. Ludlow, editor and proprietor. It was a five-column folio, and was issued weekly from No. 59 Locust Street. The issue of Jan. 5, 1827, beginning the third volume, was enlarged by the extension of the columns in length and width. William F. Geddes then became the publisher, Mr. Ludlow remaining as editor and proprietor. In November, 1829, he was succeeded by Rev. Dr. Ezra Styles Ely. In October, 1830, the publication office was removed to No. 9 Library Street.

The American Journal of Pharmacy was commenced in 1825, under the title of the *Journal of the Philadelphia College of Pharmacy*. The college had been organized in 1821, and the *Journal* was at first intended to be mainly the repository of investigations made by members of the college and others interested in pharmacy. Four numbers having been published at irregular intervals, the *Journal* was issued as a quarterly in April, 1829. In 1835 its title was changed to the *American Journal of Pharmacy*, thus indicating its enlarged scope of taking cognizance of the advancement of pharmaceutical knowledge thoughout North America, as well as in other civilized countries.

In 1853 the *Journal* was published in bi-monthly parts of ninety-six pages, which, during the civil war, for two years, were reduced to eighty pages. In 1871 it became a monthly publication, and the annual volumes gradually increased to six hundred and sixty pages. A general index of the first forty-two volumes was published in 1873, and a similar one for the next ten volumes at the close of 1880.

Many of Philadelphia's prominent apothecaries were contributors to the early volumes, among whom may be mentioned Daniel B. Smith, Elias Durand, William Hodgson, Jr., Aug. Duhamel, Edward Parrish, William Procter, Jr., and others. Original papers were also contributed by able writers, residing in various parts of the United States and in foreign countries.

The college has, from the beginning, placed the *Journal* in the editorial charge of one of its professors. The four preliminary numbers were edited by Dr. Samuel Jackson; then followed Dr. Benjamin Ellis to 1833, Dr. Robert E. Griffith to 1836, Dr. Joseph Carson to 1850, William Procter, Jr., to 1871, and since then John M. Maisch.

The Morning Post entered the journalistic field in the latter part of 1825, being published by William White.

The Journal of the Franklin Institute was first issued in 1826, within two years after the organization of the institute. Originally the periodical, which was then known as the *Franklin Journal*, was not published directly by the institution, but was issued in the name of Thomas P. Jones, then professor of Natural Philosophy and Mechanics. In 1828 the institute assumed the responsibility of continuing the publication, under the title of the *Journal of the Franklin Institute*, and it is so published to-day as a monthly periodical.

It stands very high among technical and scientific periodicals, and is the only journal published in the United States devoted to technological subjects, which is not conducted with a view to pecuniary profits.

The editors of the *Journal* have comprised the following: Thomas P. Jones, Alexander Dallas Bache, Charles B. Trego, John F. Frazer, Henry Morton, William H. Wahl, and George F. Barker.

The North American Medical and Surgical Journal was a quarterly, begun in January, 1826, and suspended in October, 1831. It was conducted by Drs. H. L. Hodge, F. Bache, C. D. Meigs, B. H. Coates, and R. La Roche. The first four volumes were published by J. Dobson, and the remaining eight volumes by the Kappa Lambda Association of the United States.

The Album and Ladies' Weekly Gazette was first issued June 7, 1826, by Thomas C. Clarke, from No. 27 Market Street, "north side, five doors above Front Street." In December the publication office was removed to the southwest corner of Chestnut and Second Streets. It was subsequently consolidated with the *Ladies' Literary Portfolio*, under the name of the *Philadelphia Album and Ladies' Literary Portfolio*, and was published by Jesper Harding, Robert Morris being the editor.

The Casket, or Flowers of Literature, Wit, and Sentiment, a monthly publication, was issued for the first time in January, 1827. Beneath the titlehead was this couplet:

> "A moving picture of the passing day;
> Look at the tint, then turn improved away."

It was published for many years, and was finally merged into *Graham's Magazine*.

The Ariel, a literary gazette, was published for the first time May 5, 1827, although a specimen number had been issued April 14th. It was published every other Saturday, by Elwood Walter, at No. 71 Market Street. It was a quarto, with three columns to each

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page. It passed into the hands of Edmund Morris, who increased its size by the addition of a column to each page. It was published by Morris at the office of the *Saturday Bulletin*, No. 95 Chestnut Street, and ran through several volumes, when it was discontinued.

The Commercial List and Price Current was established May 26, 1827, as the *Philadelphia Price Current*, by Billington & Sanderson, at "the Merchants' Coffee-House." It was published every Saturday morning, at four dollars per annum. An opposition paper was started in 1829, when the then publisher, Henry Billington, resolved to enlarge his sheet, and give more miscellaneous matter, and thus endeavor to surpass his new rival. Accordingly, the first number of a new series of the *Philadelphia Price Current and Commercial Advertiser* was issued on Saturday, Oct. 24, 1829. It was a five-column paper, the sheet being twenty by twenty-six inches, and was published on Wednesday and Saturday afternoons, at six dollars per annum. In less than a month Mr. Billington makes this announcement: "John Binns, having relinquished the publication of his paper, 'we trust forever,' we shall be enabled in future to issue our sheet in the morning, as heretofore,"—*i.e.*, before the new series was started. Early in 1835, Moore's *Philadelphia Price Current* was purchased, and, on the 24th of January, after several previous mutations, the title became *Commercial List and Philadelphia Price Current*. Col. Cephas G. Childs now became the editor; the paper was issued weekly; the price was reduced to four dollars a year, and the publication office was removed to No. 61 (now No. 221) Dock Street. Col. Childs was born in Bucks County in 1794. He served with great credit in the war of 1812. He was a journalist of industry and a citizen of high repute. Under his management the *Commercial List* attained a very high business standing, which it has never lost. In 1843, Stephen N. Winslow entered the office of the paper as an errand-boy. In the year following he became a local and commercial reporter. He displayed such good business capacity that, in 1850, he was able to purchase a one-fourth interest in the journal. Col. Childs retired in 1852, and Mr. Winslow became sole owner of the *Commercial List*. In 1853, H. G. Leisenring purchased an interest in the paper, which, however, he resold to Mr. Winslow two years later. In 1855, William W. Fulton purchased a share, but he retained it only two years. From 1857 to 1867, Mr. Winslow conducted the paper alone. In the latter year his son, Stephen N. Winslow, Jr., was admitted as a partner. Two years later Messrs. McCalla & Stavely also became partners in its publication. The *Commercial List* has been increased in size upon several occasions, until now it is one of the largest folios published in Philadelphia. In 1836 the office was removed from No. 61 to No. 63 Dock Street, and in May, 1863, it was again removed, this time to No. 241 Dock Street. This latter office is within a stone's throw of the old Merchants' Coffee-House, from which the *Price Current* was first issued, in 1827.

The Philadelphia Monthly Journal of Medicine and Surgery had its origin in June, 1827. The last number was issued in February, 1828. The publisher was R. H. Small, and the editor Dr. N. R. Smith.

The Commercial Herald was established in July, 1827, and was subsequently consolidated with the *Pennsylvania Sentinel*, established in 1830. J. R. Walker was the proprietor and one of the editors; N. Sargent being the other. The office of publication was at No. 61 (now No. 221) Dock Street. In addition to the daily issue, there were tri-weekly as well as weekly editions. In 1840 the *Commercial Herald*, which at that time was published by Col. Cephas G. Childs, was merged into *The North American*.

The Pennsylvania Gazette was first issued on the 1st of October, 1827, as an afternoon newspaper. It was "devoted to internal improvement, education, agriculture, commerce, manufactures, and general intelligence." George Taylor & Co., the publishers and editors, had previously printed a weekly paper at Mount Carbon, called the *The Miners' Journal*, which was discontinued upon the advent of the *Gazette*. The latter was published at No. 95 Chestnut Street, at eight dollars per annum. The plan of the proprietors of the *Gazette* also embodied an edition printed three times a week, as well as a weekly edition. On the 14th of April, 1828, the *Gazette* was absorbed into the *Aurora*, the new journal being known as the *Aurora and Pennsylvania Gazette*. On the last-named date the consolidated journal appeared as a morning instead of an afternoon paper.

The Friend is a weekly periodical, now in its fifty-seventh volume, and has been published continuously since Oct. 13, 1827. It was established by an association of Friends, without any reference to pecuniary advantage, in order to furnish the members of the society with an agreeable and instructive miscellany at a time when great unsettlement was prevalent throughout the society in this country, arising from the promulgation by Elias Hicks and others of doctrines at variance with the original principles of the society. It has been conducted throughout with a strict reference to the orthodox belief of Friends, and its comments on events arising in the society, or on subjects of general interest to the community, may be regarded as representing the views and feelings of that large class of those, under the name of Friends, who adhere to the principles and practices of William Penn and his associate founders of this commonwealth.

In the first twenty-four years it was under the editorial management of Robert Smith, who died in 1851. After this period it was edited by a committee, the duties chiefly devolving upon the late Charles Evans, M.D. Since his death, in 1879, Joseph Walton, whose residence is at Moorestown, N. J., has been the editor.

The Saturday Bulletin, "devoted to the diffusion of general intelligence,—literary, moral, and com-

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mercial," was established in November, 1827. It was published by Edmund Morris, at No. 95½ Chestnut Street, "three doors above Third Street, north side," at two dollars per annum. On the 10th of May, 1830, the proprietor secured a copyright for his journal, and in his issue of May 15th announced that the said "copyright effectually secures to the editor the entire proprietorship of all the original matter which may be contained in this paper for fourteen years to come. Counsel has been taken on the subject, and we are prepared to institute legal process against all who may again avail themselves, for their own advantage, and to the injury of this paper, of that original matter which has been procured by great labor and expense for the *Saturday Bulletin* alone." As the *Bulletin* was a folio newspaper, and not a magazine, such a course as that pursued by its proprietor was unusual. John Jay Smith was editor of the *Bulletin* in 1830–32. In its issue of Jan. 7, 1832, the *Bulletin* was materially increased in size, its columns being lengthened as well as widened. On Jan. 5, 1833, the *Saturday Bulletin* was merged into the *Saturday Evening Post*.

Hazard's Register of Pennsylvania, "devoted to the preservation of every kind of useful information respecting the State," was established Jan. 5, 1828, and was continued until Dec. 26, 1835. It was edited by Samuel Hazard. The office of publication was for many years in Franklin Place, "second door back of the post-office." Subsequently it was removed to "No. 61 in the Arcade, West Avenue." The *Register* was printed by William F. Geddes, No. 59 Locust Street, and afterward at No. 9 Library Street. The value of this periodical can hardly be estimated. A vast amount of material of great importance, as well to the historian as to the student of history, was collected. It was a sixteen-page quarto, of small size, compactly printed.

The Mechanics' Free Press, a weekly journal "of practical and useful knowledge," edited by a committee of the Mechanics' Library Company of Philadelphia, made its appearance Jan. 12, 1828, having for its motto this clause of the Declaration of Independence: "We hold this truth to be self-evident, that all men are created equal." It was printed by Garden & Thompson, at No. 6 George Street, and afterward at No. 6 Bank Alley. The *Free Press* was originally a four-page five-column quarto. The issue of July 19th, however, appeared as a six-column paper. The Mechanics' and Working Man's Library-rooms, at which an office for the *Free Press* was subsequently opened, were at No. 30 Strawberry Street. It had a fairly prosperous career for a number of years.

The Daily Chronicle, an afternoon newspaper, was first issued by Charles Alexander and John Musgrave, on the 7th of April, 1828. It was published at No. 112 Chestnut Street, and subsequently at No. 3 Athenian Buildings, Franklin Place. Mr. Alexander was the printer and business manager, while Mr. Musgrave, a vigorous and witty writer, was the editor. In 1834, the *Chronicle* was sold to James Gordon Bennett, who had previously been connected with the *Pennsylvanian*. He changed the title of the paper to the *Daily Courier*, and in its first number made a violent attack on the famous "Wistar parties." Mr. Bennett's onslaught was so offensive to the entire community that in a few weeks the circulation alarmingly decreased. His management of the *Courier* was very brief, as it was incorporated with the *Pennsylvania Inquirer*, on the 2d of June, 1834. Mr. Bennett shook the dust of Philadelphia from his feet and settled in New York, where he established the *Herald*.

The Ladies' Literary Portfolio, whose motto was, "Literature is precious and beautiful where its brilliance gives ardor to virtue and confidence to truth," was first issued Dec. 10, 1828. It was in size a small quarto, and was published by Thomas C. Clarke, at No. 67 Arcade, West Avenue.

The Philadelphia Inquirer has a history which is contemporaneous with that of the country itself for the last fifty-five years, and is, indeed, the faithful chronicle of that history. When the first number of *The Inquirer* was issued the first railroad had only been constructed, the first locomotive engine was still the latest wonder and admiration of the world, the electric telegraph did not exist in practical form, the ocean steamship was not yet launched, the steam printing-press, the sewing-machine, and the reaper were still to be invented.

The first number of the journal, bearing the name of the *Pennsylvania Inquirer*, was issued on the 29th day of June, 1829, at No. 5 Bank Alley (now Gold Street), "near the Merchants' Coffee-House." The time seemed to be peculiarly auspicious for the advent of a new public journal. The principal Democratic newspaper was in a weakly state. Duane's *Aurora*, which had so vigorously assailed the cause of the Federalists, had sought to sustain itself by absorbing the *Franklin Gazette*, which addition did not greatly strengthen it. One of the editors of *The Aurora and Gazette* was John Norvell. He was dissatisfied with the prospect, and induced John R. Walker, a young printer, who had just embarked in business, to join him in the publication of a new paper, *The Pennsylvania Inquirer*. In its beginning it was small enough and as little like as possible the generously-proportioned or news-filled *Inquirer* of to-day; it was a folio of six-column pages, the entire sheet measuring twenty-one by thirty-one inches. The new journal supported the administration of Andrew Jackson, and its general policy was presented in an address "to the public" in the words following: "The true principles of Democracy which never change, the unison and harmony of the Democratic party which are essential to the perpetuation of those principles, home industries, American manufactories, and internal

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improvements, which so materially contribute to the agricultural, commercial, and national prosperity, shall receive our undeviating support." It is worthy of remark that, while the Democracy has changed its policy, *The Inquirer* supports to-day the same principles of protection to American industries as it did on its first day, fifty-five years ago.

Upon that platform the founders continued to conduct the new journal for several months, when, in November of the same year, it passed into the possession of Jesper Harding, and into it was absorbed *The Democratic Press*, the last number of which was published by John Binns on the 14th of that month.

Jesper Harding, who for thirty years published *The Inquirer*, and who was the father of William W. Harding, the present proprietor, was born in Philadelphia on the 5th of November, 1799. In his early youth he was apprenticed to Enos Bronson, the publisher of *The United States Gazette*. Mr. Harding was so apt a learner of the trade that at the age of sixteen years he was enabled "to buy his time," and to engage in the business of printing upon his own account. One of the earliest of Jesper Harding's imprints is that of the year 1818, and may be found in a pamphlet history of the organization of St. Paul's Protestant Episcopal Church. In 1820 Mr. Harding's printing-office was at No. 336 South Second Street, which was probably below South Street; in 1832 he had removed to No. 74 South Second Street. Prior to the earlier date he had added to printing the business of binding. About the time that Mr. Harding purchased *The Pennsylvania Inquirer* he began the publication of Bibles, which subsequently grew to be an enormous business, especially after the control of it was assumed by William W. Harding. The first Bible published by Jesper Harding was a quarto, bound in sheep, and sold for one dollar. This edition was succeeded by others of a costlier character, and it is estimated that the Messrs. Harding published during the time they were engaged in the business several millons of copies of the Bible.

Mr. Harding signalized his assumption of the management of *The Pennsylvania Inquirer* by changing it from a morning to an evening journal, and by the removal of the office of publication to No. 36 Carter's Alley. The northern end of Jayne's granite Dock Street building now covers the foundation of his office. The newspapers of fifty years ago contained little real news, and the strongest features of *The Inquirer* were its editorials, chiefly political, didactic articles, literary reviews, dramatic criticisms, intermixed with poetry and tales. The advertisements were largely displayed, and were suggestions of the public's fervent pictorial taste.

In January, 1830, the publication office was removed to No. 74½ South Second Street, "a few doors above the Merchants' Coffee-House." On the first day of the succeeding July, the *Morning Journal* was amalgamated with the *The Pennsylvania Inquirer*, which was enlarged by the addition of a column to each of its pages, and again issued in the morning instead of the afternoon. On the 2d of June, 1834, *The Inquirer* absorbed *The Daily Courier*, uniting the two titles.

During the heated contest between President Jackson and the directors of the Bank of the United States, *The Inquirer* attempted the difficult task of defending the latter while supporting the former; but eventually, when the government deposits were removed from the bank by the order of the President, *The Inquirer* arrayed itself with the anti-Jackson faction of the party, and in 1836 raised the standard of Harrison and Granger. In the succeeding campaign of 1840 it still represented the "Harrison Democrats." Finally, however, the natural independence of *The Inquirer* forced it into the Whig party, to the fortunes of which it strenuously adhered until its overthrow in 1852, under the leadership of Gen. Scott.

In 1840 the office was removed to the southeast corner of Third Street and Carter's Alley, where, subsequently, the iron building, which still stands, was erected as a publication office for *The Inquirer*. That was the first iron front built in Pennsylvania on the Bogardus plan, though now there are thousands of them. Shortly after removing into its new quarters, the paper was enlarged to nine columns, and it took its place in the Whig party as the confessed rival of the *United States Gazette*. But while publishing all of the news it aimed for a circulation among families, and general literature was a feature in its pages. Several of Charles Dickens' novels, among them "Master Humphrey's Clock" and "Barnaby Rudge," were published in *The Inquirer* for the first time in this country, the advance sheets having been liberally paid for to the then young author, although the payment was not compelled by any law or custom. On the 1st of January, 1842, *The Inquirer* absorbed another journal, *The National Gazette*, and combined the title with its own. In 1851 the paper was enlarged to ten columns, and became a vast "blanket sheet," measuring thirty-two by fifty inches.

In the memorable struggle of 1856, *The Inquirer* vigorously supported the Presidential candidacy of Fillmore against Buchanan and Fremont, the regular candidates of the Democratic and Free-Soil parties; and again, in 1860, it advocated the election of Abraham Lincoln, upon the ground that his election was demanded. And when, in 1861, the conflict was begun, by the shot fired at Sumter, *The Inquirer* took its place on the side of the government, and remained one of its strongest and most consistent supporters.

In the fall of 1855, William W. Harding, who had been carefully trained in the printing and publishing business, was associated with Jesper Harding in the publication of the *The Inquirer*, and since October, 1859, has been the sole proprietor, Jesper Harding withdrawing from its management at that time. Previous to the control being assumed by William W.

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Harding, *The Inquirer* had been conducted upon old-time principles. The readers were chiefly yearly subscribers, the price of the paper being eight dollars, on the old-fashioned "credit system" in full force. The journal was an excellent one of the old-school sort, but lacked vigor and enterprise. The name was changed to *The Philadelphia Inquirer;* the paper became one of eight pages, of six columns width, and was the first newspaper successfully published in Philadelphia in quarto form. The old custom of seeking yearly subscribers was abandoned, the price was reduced to two cents per copy, and a large increase of circulation was obtained through the establishment of the carrier system and the sales by boys upon the street. Greater attention was directed to the collection of news by telegraph and mail, and an efficient corps of reporters was organized who thoroughly collected and chronicled the incidents of city life.

The editorials became livelier, and were devoted more exclusively to passing events. General literature, however, still found a place in the columns until the stirring events of the war required all the space for their presentation to the public. Supplements were frequently printed, and in May, 1860, two of four pages each, profusely illustrated, were issued on the occasion of the visit of the Japanese embassy to this country. Under such energetic management *The Inquirer* rapidly increased in circulation, and was remarkable during the Rebellion for its enterprise in obtaining the news from the armies and from Washington, for which purpose large sums were expended for special correspondence. Maps of the "seat of war" were frequently given.

Liberal provision was made to secure prompt and regular transmission of *The Inquirer* to the army, and it is doubtful whether any other paper in the country enjoyed as wide a circulation among the soldiers. Not infrequently from twenty-five to thirty thousand copies of a single issue were thus distributed. So ample were the arrangements for insuring prompt circulation that when any steps were taken in the conduct of the war, which it was desirable should be widely known in both armies, a special edition would be ordered by the government for gratuitous distribution by *The Inquirer's* agents. The services rendered by this journal to the government during this trying period were remembered several years afterward, and thus gracefully acknowledged by one who never indulged in idle conventional compliments:

"WAR DEPARTMENT,
"WASHINGTON CITY, Jan. 14, 1868.

"MY DEAR SIR,—Please accept my thanks for your friendly telegram just received. I appreciate your kindness highly. From no one have I received in my official labors more disinterested and highly-prized support than from yourself. Its remembrance will always be cherished with pleasure. Wishing you every success in life, I am, and shall ever be,

"Truly yours,
"EDWIN M. STANTON.

"WILLIAM W. HARDING, Esq."

The great increase in the cost of paper compelled a reduction in the size of *The Inquirer* in December, 1862, and for three months it appeared in the awkward form of a six-page paper; but on the 25th of March, 1863, it returned to eight pages, reducing the size of the paper, however, to five columns, which was continued until December, 1869, when the present size of forty-eight columns, double-sheet, was readopted. On the 29th of August, 1864, the price was increased to three cents a copy, or fifteen cents a week, but was reduced to two cents on the 2d of January, 1865, at which price it still continues.

In the latter part of 1861 a six-cylinder Hoe rotary press was procured, and on the 26th of April, 1862, *The Inquirer* was first printed from stereotype plates, being among the earliest newspapers in the United States to adopt the process. Paper-folders were also used at an early day, and shortly after the removal to the present location, No. 304 Chestnut Street (in April, 1863), a Bullock press was introduced, being the first ever put in operation. This was subsequently supplemented by two others (one of double size), but these have all been removed and replaced by the best form of rapid printing-presses.

Some of those who are now engaged upon *The Inquirer*, both in the mechanical and clerical departments, have been connected with it for between forty and fifty years. From its office have been graduated many who were subsequently distinguished in journalism, literature, and business. The strong hold *The Inquirer* has had upon the public for upward of half a century has been its conservatism in all things. It has been generally recognized as a thoroughly pure newspaper, one in which there is no objectionable reading, either in the advertising or news matter.

The Journal of Health, conducted by an association of physicians, was issued on Sept. 9, 1829, for the first time. Its motto was, "Health,—the poor man's riches, the rich man's bliss." The proprietor was Henry H. Porter, whose publication office was at No. 108 Chestnut Street. It was issued every two weeks, and was a sixteen-page magazine, octavo in size.

The Morning Journal was established in 1829. It was a small commercial paper, published by William Brown, in Carter's Alley, next door to the office of the *Inquirer*. Its career as a distinct journal was brief, as it was merged into the *Inquirer* on the 1st of July, 1830.

The Banner of the Constitution, a weekly journal, was established in the city of New York, on the first Wednesday of December, 1829, where its publication was continued until May, 1831. In the issue of April 13th the editor announced his intention to remove his establishment to Philadelphia. In this announcement of a change of base, he stated that, "as Pennsylvania is without a single paper bold enough to speak out the language of truth in the strong terms befitting the actual crisis of affairs, we have resolved to transfer our establishment to Philadelphia, and to resume our old position on the field of battle." It is not difficult to imagine the nature of his reception

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from the press of Philadelphia. The first issue of the *Banner of the Constitution* in this city was on May 4, 1831. It opened a vigorous free-trade campaign at the very outset, and did not enjoy a prolonged career.

The Protestant Episcopalian and Church Register, "devoted to the interests of religion in the Protestant Episcopal Church," and edited by an association of clergymen, was first issued in January, 1830. Its motto was "*Pro Deo, pro Ecclesia, pro Hominum Salute.*" It was published by Jesper Harding, at first at No. 36 Carter's Alley, then at No. 74½, and afterward at No. 74 South Second Street. In the beginning of 1838, the magazine passed into the hands of John S. Littell, who published it at No. 11 George Street. It was from the beginning a forty-page octavo. The character of the publication was changed at the close of the year, and on Jan. 5, 1839, the first number of volume first of *The Banner of the Cross*, a weekly paper, was issued.

Die Philadelphischer Correspondent und Allgemeiner Deutscher Anzeiger was issued for the first time on Jan. 2, 1830, by J. C. Gosler at No. 72 Wood Street, near the southeast corner of Fourth Street. This paper, which was issued twice a week, on Wednesdays and Saturdays, was practically a continuation of the *Amerikanischer Correspondent*, also published by Gosler, which had been suspended a few days previously. The *Philadelphischer Correspondent* was printed by Alexander A. Blumer.

The Literary Portfolio was established Jan. 7, 1830, by Eliakim Littell & Brother, who published it at the corner of Seventh and Chestnut Streets. It was issued weekly. From May 27, 1830, it was published by Jesper Harding, at No. 36 Carter's Alley, and No. 74½ South Second Street.

The Pioneer was issued for the first time March 6, 1830. It was published every Saturday by W. Weeks & J. Perry, Military Hall, Library Street, at one dollar per annum. A specialty was made of items of particular interest to militiamen. At the beginning of the second volume, March 5, 1831, the paper was increased by the lengthening of the page and the addition of a fifth column to each page. The full title of the ournal then became the *American Pioneer and Military Chronicle*. In the issue of Dec. 31, 1831, the sub-title was changed to the *Fireman's Chronicle*. The issue of Dec. 3, 1831, was from No. 134 Locust Street, above Tenth, the publication office having been removed to that place. The paper was not long in existence.

The Germantown Telegraph was first issued in Germantown on the 17th of March, 1830, by its late proprietor, Philip R. Freas, and from that time up to the present day it has regularly appeared every week. Mr. Freas served a full five years' apprenticeship to the printing business in the office of the *Norristown Herald*, then published by David Saur, Jr., a grandson of Christopher Saur, who printed in Germantown the first Bible ever issued in America. Mr. Freas learned the business with a view of starting a newspaper in Germantown, although he had not received the slightest encouragement from any inhabitant of that place. The entire material of the printing office was obtained of Jedediah Howe, a typefounder, located at the corner of Crown and Callowhill Streets, Philadelphia. A prospectus was hung up in most of the stores and taverns of Germantown some weeks before the journal was issued, and was signed by about thirty persons, four of whom are still subscribers. Of the original subscribers, numbering about four hundred, over one-fourth were delinquent in their payments. The paper was named *Telegraph*, after the *United States Telegraph*, a daily published in Washington by Gen. Duff Green. The size of the sheet originally used was fourteen by twenty-two inches, each page containing five columns; and small as these dimensions were, compared with newspapers of the present day, the *Telegraph* was at that time one of the largest journals in Pennsylvania. Six enlargements of the *Telegraph* have taken place at different periods until it reached its present dimensions on the 25th of October, 1865, each increase in size being made on account of its growing advertising patronage. On the 1st day of August, 1883, in the fifty-fourth year of his editorial career, Philip R. Freas sold the *Germantown Telegraph* to Henry W. Raymond, of New York, son of the noted journalist, Henry J. Raymond, proprietor of the *New York Times*. Under the new management the *Telegraph* continues to be conducted in the same successful and acceptable manner which marked its previous prolonged and prosperous career. It was the first newspaper in the United States to regularly devote a portion of its space to agricultural topics, and the valuable information of this kind which it imparts continues to be one of its leading features.

Godey's Lady's Book, the oldest monthly publication of its class in America, was established in Philadelphia in the month of July, 1830, by Louis A. Godey. At that time the population of the United States was twelve millions, and the modes of travel were limited to the canal-boat, packet-vessel, and post-roads, thus circumscribing to a very great extent the circulation of the book. Its colored fashion-plates were, however, a novel feature at that time, and soon gained for it a popularity that exceeded any other publication of that date, and its circulation steadily increased until it reached the enormous figures (for that day) of one hundred and fifty thousand a month. It has always been noted as a magazine of a high literary tone, and has been a stepping-stone in the world of letters for some of the most eminent writers of whom our country boasts. In its pages are to be found the early efforts of such well-known writers as Bayard Taylor, Oliver Wendell Holmes, James T. Field, Henry W. Longfellow, Edgar Allen Poe, Emma Willard, Lydia H. Sigourney, Eliza Leslie, Mrs. Washington Potts, Charlotte Cushman, Harriet

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Beecher Stowe, Frances Sargent Osgood, Marion Harland, and many others.

In the year 1877, Mr. Godey, in consequence of increasing years and family bereavements, disposed of the *Lady's Book*, retiring with an immense fortune. From 1877 to 1883 the magazine passed through the critical period of its existence, sudden death and personal troubles of a domestic and physical nature seeming to assail the families of those who had become successors of Mr. Godey, and in consequence the *Book* made a general decline. At the commencement of 1883, however, a better fortune seemed to smile upon the old publication, when it again changed hands and began to steadily improve and regain its old-time popularity. The present proprietor, J. H. Haulenbeek, brought to the publication an amount of business energy, capital, and enterprise that has placed it again in the front ranks of magazine literature. Its new letter-press, its profuse steel, lithograph, and process-engravings, are strong evidences of its enterprise. The present publication office is at 1006 Chestnut Street.

LOUIS A. GODEY.

The Pennsylvania Whig, "devoted to politics, news, literature, political economy, and popular education," made its advent Aug. 13, 1830. Its motto was, "Equal Rights, Honest Agents, and an Enlightened People." It was published by Stephen Simpson, twice a week; its publication office being in Franklin Place, the first house in the rear of the post-office. The *Whig* vigorously supported the Presidential candidacy of Henry Clay. In his prospectus the publisher set forth that "the object of the *Pennsylvania Whig* is the advocacy of what has emphatically been termed the policy of Pennsylvania, or the American system. It shall advocate the protection of home industry by an adequate tariff, the promotion of internal improvements by roads and canals, the diffusion of knowledge by a universal system of popular education, and sustain and defend every wise measure, sound policy, and healthful institution that contributes to add to American wealth, develop American resources, strengthen native talent, or exalt our national character."

The Sunday-School Journal and Advocate of Christian Education was started on Nov. 24, 1830. It was a large folio, and was issued weekly. In the following year it absorbed the *American Sunday-School Magazine*, which was originally issued in July, 1824. In 1834, *The Sunday-School Journal* was reduced in size and price and changed from a weekly to a semi-monthly periodical, and continued for many years at the then "extremely low price" of twenty-five cents per year. These papers, which had been established by the American Sunday-School Union, were edited by Frederick A. Packard. In 1859, *The Sunday-School Journal* was followed by *The Sunday-School Times*, a large folio, of the same size as the *Journal* of 1832-34, issued weekly, at one dollar per year, and edited by John S. Hart. After about two years it was transferred to the editor and others, to be issued as a private enterprise, and the union began *The Sunday-School World*.

The Pennsylvania Sentinel was established in 1830, by John R. Walker, who had founded and disposed of the *Pennsylvania Inquirer* within the previous year. The *Pennsylvania Sentinel* was subsequently united with the *Commercial Herald*, which afterward merged into *The North American*.

The Cent, the first American newspaper published for one cent, was first issued in 1830 (or perhaps a year or two earlier), by Dr. Christopher Columbus Conwell. *The Cent* was short-lived, and only a few numbers were issued. In fact, Dr. Conwell died in 1832. The publication office of *The Cent* was in Second Street, below Dock. Dr. Conwell was born in Ireland. His father, who was a surgeon in the British army, having been ordered to India, and his mother being dead, he was sent to this country in his youth, and committed to the care of his grand-uncle, who was then the Roman Catholic Bishop of Philadelphia. He received his collegiate education at Mount St. Mary's and Georgetown Colleges, and graduated in medicine at the University of Pennsylvania. He was a young man of fine intellectual powers. Many admirable contributions from his pen are to be found in the current magazines of that day. His death in the summer of 1832 was due to cholera, an epidemic of which was then raging.

The Herald of Truth, "devoted to liberal Christianity, science, literature, and miscellaneous intelligence," was issued for the first time on Jan. 1, 1831.

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It was published every Saturday by M. T. C. Gould, No. 6 North Eighth Street, with a branch office at No. 420 Pearl Street, New York. It was a quarto publication, of a religious character, with decidedly liberal tendencies. It was not in existence a very long while.

The Philadelphia'er Telegraph und Deutsches Wochenblatt, published twice a week, on Wednesday and Saturday, was issued for the first time on Jan. 8, 1831. It was edited and published by Alexander A. Blumer, at the northwest corner of Fourth and Callowhill Streets, who, in the previous year, was interested in the publication of the *Philadelphischer Correspondent*, also a German semi-weekly paper.

The Presbyterian first appeared Feb. 16, 1831, under the editorial management of the Rev. John Burtt. He was a gentleman of extensive scholarship, and exceedingly laborious in his vocation. At the end of the first year of its existence it was found that there was a balance of $1286.85 against *The Presbyterian*, which had to be made up by private subscriptions. Like many similar enterprises, it had not paid its way. Mr. Burtt retired from his post Nov. 21, 1832, after filling it less than two years. He was succeeded by the Rev. Dr. James W. Alexander, afterward so favorably known in the church for his eminent scholarship, his pastoral success, and admirable published works. The first number of the paper issued under his management was dated Nov. 28, 1832, and after continuing about one year he retired, Jan. 9, 1834. At that date *The Presbyterian* had embarrassed the publishers with a debt of some thousands of dollars. The firm of Russell & Martien, which had published the paper from the beginning, was dissolved by mutual consent, May 1, 1834, Mr. Martien continuing to carry on the business. Early in 1834, Rev. Dr. William M. Engles became the editor-in-chief of the journal, and from that period it prospered. Indeed, the annual increase of the subscription-list was steady and unfaltering until the Southern Rebellion cut off some thousands of subscribers, and then the paper had to depend entirely on Northern support. In a short time, however, this loss was far more than repaired.

In March, 1852, Rev. Dr. John Leyburn became part owner in *The Presbyterian*, as well as an associate editor. Dr. Leyburn being a Virginian by birth, and having cast his fortunes with the South at the outbreak of the civil war, sold his interest in the paper to Alfred Martien, who had succeeded his father as publisher, on the 7th of August, 1861. At this time Rev. M. B. Grier became associated in the editorial management of *The Presbyterian*.

The long and faithful service of Dr. Engles as the editor of *The Presbyterian*, covering a period of thirty years, was terminated, in 1864, by his death. The conduct of the paper then fell to the hand of the present senior editor, who, with some strong helpers, carried it on during the years when the discussions arising out of the proposed union of the Presbyterian Churches were most earnest. The general position of *The Presbyterian* at that time was that of opposition to the reunion until the "Standards," as the final basis of union, were reached, when opposition was changed to willing consent. After the reunion Rev. Dr. E. E. Adams was for a time an editor of this paper. But his health was precarious then, and in a little more than a year he was forced to desist from the labor of writing, and his death soon followed. Then *The Presbyterian* again returned to the hands of Rev. Dr. M. B. Grier, and continued there until in 1873, when the interest of Alfred Martien in *The Presbyterian* was purchased by Rev. Dr. S. A. Mutchmore, who thus became a proprietor and editor, and so remains unto the present time.

The Saturday Courier was commenced in May, 1831. It was published by Woodward & Spragg, back of No. 112 Chestnut Street, opposite the post-office. It was the largest weekly journal in Philadelphia, and contained more news-reading than any of its contemporaries, affording, at the same time, the most comprehensive and varied character in its selections. A copious epitome of domestic affairs was embraced in its contents, including the local concerns of general interest of all the principal cities of the Union. For foreign intelligence and commercial news, the *Courier* had the advantage of an extensive correspondence in London and Liverpool. The domestic and European markets were given down to the latest hour. Morton McMichael was the original editor, and for several years conducted the paper. The price of subscription was two dollars per annum. The *Courier* finally passed into the hands of Messrs. McMakin & Holden. When Holden died, McMakin claimed ownership of the good will of the paper by right of survivorship. This claim involved a lawsuit, which was decided in favor of Mrs. Holden. A receiver was appointed and ordered to sell the paper's good will. It brought a very high sum, McMakin being the purchaser. It resulted in a heavy loss to him, as pretty much all the old subscribers of the *Courier* deserted him, and the paper became worthless, financially. Before the sale he had established the *American Courier*, afterward called *McMakin's Model Courier*.

The Lutheran Observer was first issued in 1831. Its origin was as follows: In March, 1826, Rev. D. F. Schaeffer, D.D., issued at Frederick, Md., the first number of *The Lutheran Intelligencer*, which was the first Lutheran periodical published in America. It was a small octavo monthly, and was continued for five years, until March, 1831, when it was suspended, but was soon reissued in the same year as a semi-monthly, under the name of *The Lutheran Observer*. The first few numbers were printed at Gettysburg, Pa., and were edited by Professor S. S. Schmucker, D.D., but it was soon transferred to Rev. J. G. Morris, D.D., of Baltimore, who assumed charge of it as editor

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and proprietor. In 1833, Dr. Morris transferred it to Rev. Benjamin Kurtz, D.D., who then became its editor and proprietor, and issued it in the form of a small weekly. In 1840 it was sold to the Lutheran Book Company of Baltimore, and in 1853 it was transferred to the Synod of Maryland, Dr. Kurtz continuing to be its editor. After several changes of proprietors and editors, it was purchased in 1862 by Revs. F. R. Anspach, George Diehl, and F. W. Conrad, who conducted it for several years as joint editors. In 1866 it was transferred to the Lutheran Observer Association, organized for the purpose, and removed from Baltimore to Philadelphia, where it was conducted by Rev. F. W. Conrad, D.D., as editor, and Rev. Theophilus Stork, D.D., and Rev. E. W. Hutter, D.D., as associate editors. In 1870, Drs. Stork and Hutter retired from the paper, and Professor V. L. Conrad, Ph.D., became associate editor, and continues in that position to the present time.

Since its removal to Philadelphia, the *Observer* has been enlarged from a moderate folio to a large eight-page quarto, in which form it now appears.

The *Lutheran Observer* is the organ of the General Synod, and represents the more liberal and progressive portion of the Lutheran Church in America, as distinct from the General Council and other general Lutheran bodies, which are more conservative and strictly confessional, and which endeavor to maintain the exclusive spirit and usages of the Lutheran Church in Germany and other countries of Europe. The *Observer* is the oldest, most widely circulated, and influential English Lutheran paper published in America.

The Sunday Gazette was started in 1831,—it may have been a year or two earlier,—by Alexander Turnbull. His venture was not successful, only six or eight numbers having been issued.

The Philadelphia Liberalist, the editor and proprietor of which was Rev. Zelotes Fuller, was first issued June 9, 1832. Its prospectus set forth,—"The *Philadelphia Liberalist* will consist of sermons, reviews, brief illustrations of Scripture, moral essays, historical sketches, religious intelligence generally, poetry, and chaste miscellaneous reading." It was a folio sheet, and was issued weekly. It was printed by J. Richards, at No. 13 Church Alley, the office of the editor being at No. 86 Callowhill Street, and afterward at No. 240 North Fifth Street.

The Pennsylvanian, for twenty-five years a Democratic daily newspaper of great force and influence, was established July 9, 1832, by Mifflin & Parry, by whom it was conducted for several years with great success. During its long and varied career *The Pennsylvanian* passed through many changes of proprietors, editors, location, size, price, etc. William H. Hope was the publisher of it for many years, as was J. M. Cooper, he being the editor also for a while; and so was William Magill, William Rice at the same time being the proprietor. Among the early editors of *The Pennsylvanian* was James Gordon Bennett, who subsequently went to New York and founded the *Herald*. After him came Joseph C. Neal, the well-known Quaker City journalist, who afterward, with Morton McMichael, established the *Saturday Gazette*, which paper he owned at the time of his death, July 18, 1847. In 1845, John W. Forney sold the *Lancaster Intelligencer* and removed to Philadelphia, having been appointed deputy surveyor of the port by President Polk. At the same time he purchased a half-interest in *The Pennsylvanian* and became its editor, which position he retained until 1853. After him, as editor, came Edward G. Webb. In its early days *The Pennsylvanian* was published at No. 17 Arcade, west avenue, at the outset; then from No. 99 (old number) South Second Street, "opposite Merchants' Coffee-House." Afterward the publication office was at the southwest corner of Dock and Walnut Streets, and later it was at No. 78 (old number) South Third Street. The subscription price of *The Pennsylvanian* varied as greatly as did any feature of that paper, falling from eight dollars per annum to four dollars, and rising again to six dollars. During a period of the history of the paper there was a tri-weekly as well as a weekly issue. The influence exerted by *The Pennsylvanian* in its day, not only in the city and State but in the nation at large, was very extended. It was, indeed, an important factor in all political movements of interest to the Democratic party. Its prosperity was long-continued. In its issue of Nov. 23, 1854, is this editorial announcement: "During the last six months *The Pennsylvanian* has trebled its daily circulation, and its tri-weekly and weekly editions have advanced in the same ratio. Its circulation in Pennsylvania exceeds that of any other city paper but the *Ledger*, and in several of the Southern and Southwestern States it has no competitor." *The Pennsylvanian* finally went out of existence in 1861, upon the outbreak of the Rebellion.

The Cholera Gazette, a weekly octavo publication, was commenced on July 11, 1832, by George W. Dixon, "the great American buffo singer," and was concluded on Nov. 21, 1832. It was published by Carey, Lea & Blanchard.

The Daily Express, a small four-page sheet, was started on Aug. 1, 1832. The publication office was originally at No. 95 Chestnut Street, but was shortly afterward removed to No. 65 Chestnut Street, "nearly opposite the American Coffee-House." It was published by Edmund Morris. Its main purpose was to give a daily report of cholera cases, as an epidemic of that disease was then raging. It went out of existence after a brief career of a few weeks.

The Messenger is the organ of the "Reformed Church in the United States," commonly known as the German Reformed Church. It was established in 1832, and published at Chambersburg, Pa., until the burning of that place in 1864, when it was removed to Philadelphia, and has since been issued from

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the church's publication rooms, No. 907 Arch Street. The editor-in-chief is elected by the joint votes of the different Synods, and his position is official. Rev. P. S. Davis, D.D., has occupied this position since 1876. The *Messenger* is an eight-page sheet, and is published weekly.

The Daily Intelligencer made its appearance Dec. 1, 1832. The second and third numbers were issued on the 6th and 7th respectively. The fourth number came out on the 10th. Thereafter the daily publication was regular. The publisher was Robert T. Conrad. In the prospectus issued it was announced that "The political course of the *Intelligencer* will be calm and independent, decided but moderate. It will advocate the principles of Jeffersonian Democracy, sustain the regular nominations of the Democratic party, and support the present administrations of the general and State governments." The *Intelligencer* was a five-column, four-page folio, neat in typographical appearance, and was published at five dollars per annum. The publication office was at No. 51 Chestnut Street, above Second.

Waldie's Select Circulating Library, "containing the best popular literature, including memoirs, biography, novels, tales, travels, voyages, etc.," was published by Adam Waldie, at No. 6 North Eighth Street, Jan. 15, 1833. It was issued weekly, and was simply a serial publication of standard literary works. The publication office was subsequently removed to No. 207 Chestnut Street, "below Seventh," and later to No. 46 Carpenter Street. John Jay Smith was the editor.

The American Lancet, edited by F. S. Beattie, and published every two weeks, by Turner & Son, had its origin Feb. 23, 1833. It was not in existence a long while.

The Spy in Philadelphia and Spirit of the Age had its inception on July 6, 1833. It was a weekly, containing eight quarto pages. It was published at two dollars per annum, by William Hill & Co., at No. 1 Athenian Buildings. Its character can be best understood from the following extract from the publishers' prospectus: "As the direction and discussion of measures of national and State policy are the business of the daily press, . . . the consequence is that vices, shielded by wealth and worldly influence, are abroad among the people, not only unsuspected, but courted and required, and that a publication is necessary which will not only detect but exhibit these wolves in sheep's clothing,—a mark by which others will be warned from their intent, and a service be rendered to society." It had but a brief existence.

The Aurora, being a revival of the suspended *Aurora*, which was instituted in 1790, was issued for the first time July 4, 1834. In the second number, issued July 19th, there are these announcements, among others: "The *Aurora* is revived to sustain the principles which obtained for it the confidence of the country, when the public liberties were menaced, in 1798. . . . Numbers will be issued, at convenient times, till the subscription shall be adequate to the expenditure, when the paper will issue daily without any further notice." The motto of the *Aurora* was "Knowledge, Liberty, Utility, Representation, Responsibility." It was a fair-sized quarto, and was published by William Duane, a name indissolubly associated with the career of the earlier *Aurora*.

The Advocate of Science and Annals of Natural History was first published in August, 1834. It was conducted by William P. Gibbons, at the southwest corner of Sixth and Cherry Streets.

The Gentleman's Vade-Mecum, or the Sporting and Dramatic Companion, a weekly periodical, made its appearance Jan. 1, 1835. It was published by Charles Alexander, at the Athenian Buildings, Franklin Place. The price of subscription was three dollars a year. The *Vade-Mecum* was an eight-page, five-column quarto, and was a miscellaneous sporting journal, but made a specialty of dramatic and turf interests. It published a number of original dramas, as well as many pieces of music. It also contained occasional illustrations, chiefly portraits of celebrated racing horses. It was issued for the last time on June 25, 1836. On that day Mr. Alexander announced its sale to Messrs. Louis A. Godey, Joseph C. Neal, and Morton McMichael, who merged it into the *Saturday News and Literary Gazette*, which was established on the following Saturday, July 2, 1836. Joseph C. Neal was the editor of the *Vade-Mecum* during its career of a year and a half.

The Radical Reformer and Workingman's Advocate, a weekly publication, sixteen-page octavo, was started June 13, 1835, being edited and published by Thomas Brothers, at No. 124 South Front Street. In October, and thereafter, the publication was issued every two weeks. It was not in existence very long.

The Botanic Sentinel and Literary Gazette, a weekly quarto publication, had its origin on Aug. 12, 1835, and was published until June 15, 1840, J. Coates being the publisher. In 1837 the title became *The Philadelphia Botanic Sentinel and Thomsonian Medical Revolution;* and in 1839, *The Philadelphia Thomsonian Sentinel and Family Journal of Useful Knowledge.* The editor for a portion of this period was M. Mattson. The periodical was issued semi-monthly for the last three years of its career.

The Daily Transcript was first issued in September, 1835, by William L. Drane. With the exception of *The Cent*, published about five years before, the *Daily Transcript* was the first one cent daily newspaper ever printed in this city. Mr. Drane only issued a few numbers at this time, "for the purpose," as he said, "of feeling the pulse of the public on the subject of a daily penny paper." The result of the experiment surely could not have been very gratifying. Mr. Drane was not dismayed, however, as in February, 1836, he began the regular edition of the *Transcript*. Before the expiration of this year, 1836,

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the journal was merged into the *Public Ledger*, which had been established in March of the year named.

The Independent Weekly Press, whose motto was "The Right of Free Discussion, given to us by our God, and guarded by the laws of our country," was issued for the first time Dec. 5, 1835. The second issue was on Jan. 9, 1836, and it was published weekly thereafter. It was intended to be a "literary paper." It was edited by Lewis C. Gunn.

The Public Ledger was first issued Friday, March 25, 1836, from Nos. 38 and 39 of the Arcade, by William M. Swain, Arunah S. Abell, and Azariah H. Simmons, associated under the firm-name of Swain, Abell & Simmons. It was a penny sheet, fifteen and a half by twenty-one and a half inches, with four columns to a page. In the then condition of journalism the odds seemed heavily against the success of the enterprise, but its projectors were men of that brave and self-reliant character best fitted to carry such an undertaking to the highest point of achievement. In their "opening address" they announced their object to be—

"to render it a vehicle of general and useful intelligence, adapted to the wants and interests of the community generally. While its cheapness places it within the reach of the poorest artisan or laborer, we shall endeavor to furnish to the merchant and manufacturer the earliest and most useful information relating to their respective interests. . . . We shall give place to no religious discussions, nor to political discussions involving questions of merely partisan character. The *Ledger* will worship no men, and be devoted to no parties. On all political principles and questions involving the common good it will speak freely, yet temperately. The common good is its object, and in seeking this object it will have especial regard to the moral and intellectual improvement of the laboring classes, the great sinew of all civilized communities. While this paper shall worship no man, it shall vituperate none. It will be fearless and independent, applauding virtue and reproving vice whenever found, unawed by station, uninfluenced by wealth."

This was independence rather than neutrality, but, firmly and honestly adhered to, it was a revolution in the journalism of 1835–40.

These bold innovators were all young men without capital, and possessed only of a trade and a character. They knew how to print a paper, and they meant to print an honest one, according to their idea of what a newspaper ought to be. Two of them developed into men of extraordinary character for untiring perseverance, sound business principles, and unyielding tenacity of purpose. Mr. Swain with the *Ledger*, and Mr. Abell with the *Baltimore Sun*, following the same course and governed by the same principles, attained a success in their profession as well as in their business affairs which but few men have reached in this country. These two papers were for many years so closely connected that in tracing the growth of one it is almost impossible to lose sight of the other. In reviewing the extraordinary results which richly rewarded Swain, Abell & Simmons in their newspaper adventures, it must be remembered that when they began their career the financial condition of the country was not one of prosperity, encouraging men to make costly and expensive outlays of money, and inducing the business community to widen and extend trade by advertising. The "flush times" had expended their evil influence, and the consequences were slowly but surely gathering that strength which within less than two years after the first number of the *Ledger*, March 25, 1836, and within one year after the first number of *The Sun*, May 17, 1837, were issued threatened the whole country with bankruptcy. It was, therefore, a venture of great hazard to begin the publication of one newspaper with little or no capital, but it seems rashness itself when two newspapers were launched by the same impecunious individuals, with the bold avowal by each that "the publication of this paper will be continued for *one year at least*."

During the first year of their publication neither of these newspapers gave much evidence of that enterprise and push which have since been so characteristic of their management. A glance over the first volume of *The Ledger* shows that it gave scarcely anything of local news, except police reports, unless something startling excited the community, calling for special mention; the news columns were meagre, the mails supplying the only medium for collection of passing events,—the telegraph was the invention of subsequent years, nor did the lightning and express trains of the present day enable the news editor of fifty years ago to publish the events of one day in his paper of the next. Local reporting had not commenced to be the science to which it has grown in late years. The art of epitome, the science of condensation, had not then been learned by any of the newspapers. Nor did it spring spontaneous in the new enterprises of the Messrs. Swain, Abell & Simmons. Reporting the proceedings of the Legislature and of Congress had not then been introduced, and Washington City papers by mail brought the proceedings of Congress, which scissors and paste transferred in an unabridged form, except only where the space of the penny sheet compelled their curtailment. But this soon changed; the year 1837–38 inaugurated a new system. The President's message of December, 1838, was printed in Baltimore, at *The Sun* office, on the same day that it was read in Congress, anticipating its sixpenny contemporaries by two days. The same enterprise extended to *The Ledger*, and news was procured, condensed, and printed before the "blanket sheets" were aware of its occurrence. The observing public, learning where the earliest news was to be obtained, gave such patronage to the penny *Ledger* that its first year's results required enlarged accommodation, and a removal to the northwest corner of Second and Dock Streets, with an increase of size to eighteen by twenty-four inches, with five columns on a page. Soon a double-cylinder "pony" press was purchased, and *The Ledger* exhibited those evidences of vitality which soon had the desired effect of making the paper sought after; and to such an extent did its fearless criticism sting the guilty that "some villainous

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scoundrel or scoundrels made a cowardly attack on the office, demolishing several panes of glass, and inflicting somewhat more serious injury to the interior."

The paper had become a power within the land, and within less than a year had the courage to criticise the judge, jury, counsel, and witnesses in the trial which grew out of the murder of Helen Jewett, in New York. Its editorials on this subject were marked by their vigor and legal learning, but they were so bold, in the opinion of more conservative publicists, that the latter gave it the name of the "virulent little sheet." But it pursued its chosen path, and soon scored another popular victory. A firm of cabinet-makers was charged with ill treatment of and furnishing insufficient food to its apprentices, who appealed to the recorder of the city, then possessing judicial powers, and had their indentures canceled. *The Ledger* was fortunate enough to incur its first libel suit by suggesting, in reference to this firm, that "nobody surely who is aware of their meanness will do business with them." It became immensely popular by its appeal in this case to "the jury of the people," and no opportunity was left unimproved to make the people understand that it knew no interest too high for its assault when the public good demanded the attack. Independent rather than neutral, it never avoided the discussion of political questions involving the general welfare. The Abolition riots in 1838, in which Pennsylvania Hall, where the anti-slavery lecture was to have been delivered by Rev. G. Storrs, was wrecked and burned by the mob, called forth the most vigorous protests from the *Ledger*. In an article entitled "Scandalous Outrage against Law, as well as against Decency," it said, "If the right of discussion upon any subject—a right made common to all by our Constitution and laws, both State and Federal—may be invaded with impunity, all freedom among us is abolished, and we are the slaves of the very worst of all tyrants, *the mob*," and apprehending still further danger, it urged the mayor to call out the volunteer companies, "with bayonet and ball cartridges," saying, "Better is it that all the ruffians in our city, even were they a hundred thousand, instead of three thousand, should bite the dust and leave their blood run deep in the streets, than that the great principle of freedom of speech and the press be surrendered." It is impossible now to measure the degree of responsibility which such outspoken, vigorous language involved in the heated times of abolition excitement. *The Ledger* entertained no sympathy with abolition in its earlier days; neither did it share in that strong prejudice against colored people which culminated in the shameful riots of 1838 and other years; but the right of free speech and free press belonged to the public good,—they were the inestimable jewels of the community, and as such, whenever invaded, for any cause, should receive the vigorous defense of *The Ledger*.

The courageous course of the paper received the warmest congratulations of law-abiding people, which were increased in consequence of the article on "The Rule of the Law, and the Rule of the Mob," published after the disturbance had ceased, the paper holding that "In all cases of apprehended disturbance of order the only safe course is found in the most vigorous measures of prevention, in presenting before the rioters begin an array of force sufficient to convince them that capture and punishment are certain." The *Ledger* early advocated the noble duty of "scratching" from the party ticket the names of unfit candidates, and it may be mentioned in this connection that it fought steadfastly for the present method of numbering the houses and the nomenclature of the streets.

In 1840, "City Gleanings," or local news items, were introduced, their collector and writer being Charles Ritter, who prepared them in the distinctive and clever fashion which gained for him the name of "The Original *Ledger* Man." On July 1st of the same year, Joseph Sailer, who continued so long at the head of the financial columns, wrote its first money article.

"Twenty-seven years ago this day," said Mr. Sailer, in the "Money Market" of the *Ledger*, Monday, July 1, 1867,—

"the first money market appeared in the columns of the *Ledger*. It was penned by the same hand that writes this paragraph, and the department from that day to this has been continuously in charge of the same person; and as evidence of general good health and application, it may be mentioned that no two successive numbers of the *Ledger* in the time mentioned have been published without matter furnished by him to that department. Averaging the department at one column per day, gives three hundred and twelve columns per year, and as each of these columns of close reading is fully equal to five octavo book pages in ordinary book type, we have as the annual product fifteen hundred and sixty pages, in twenty-seven years equal to eighty-four volumes of five hundred pages each, enough to fill a very respectable book-case."

Continuing the retrospect, Mr. Sailer in the same article says,—

"When this department was commenced in the *Ledger* on the 1st day of July, 1840, the edition was about fifteen thousand daily, and allowing five readers to each paper, it was from the beginning addressed to seventy-five thousand persons daily; and at that rate for the three hundred and twelve publishing days of the year, the number was increased to nearly *twenty three and a half millions*. This was for one year, when the circulation was at the smallest. It has steadily increased from that time to the present, and by the same rule of five readers to each copy of the paper (many of the copies are read by twice that number) there is now a daily audience to the teachings of its columns of three hundred and fifty thousand persons, which number, multiplied by three hundred and twelve publishing days of the year, gives over *one hundred and nine millions* as readers of its contents in one year."

Truly the builders of the *Ledger* "builded better than they knew." The readers of the "little virulent sheet" in those twenty-seven years, Mr. Sailer goes on to show, aggregated "two thousand one hundred and six millions. These figures equal the population of the world, and nearly equal the sum of our national debt in dollars; but, unlike the volume of that debt, which is steadily rolling backward, the circulation and the readers of the contents of the *Ledger* are steadily on the increase."

On May 9, 1840, the paper was enlarged to six

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columns on a page, and the sheet to twenty by twenty-nine inches, and the office was removed October 12th to the southwest corner of Third and Chestnut Streets.

Though the *Ledger* was fully abreast of the best mechanical appliances of the day, yet in 1840 it was published in a small, low building, unattractive in appearance, and most poorly appointed in all its mechanical departments, though up to the average of that time. The press-room, occupied by one double cylinder-press, driven by a small engine, was on the same floor with the publication office, but immediately at the rear. The editorial and composing-rooms were upon the second and only other floor used of the building. For the editors and reporters, about six feet of the front second story were partitioned off, and this again was divided, the *sanctum sanctorum* being at the extreme corner,—a sort of closet three and a half by about six feet,—at one end of which was placed an old-fashioned office-desk, before which stood a low yellow chair; and in the opposite corner was a rough board box, bottom up, secured against the wall in a slanting position, giving evidence of an ingenious attempt at desk-manufacture. The former was occupied by Russell Jarvis, as editor-in-chief, while the box, extemporized into a desk, afforded accommodations for the senior proprietor, who occasionally wrote what in badinage he was pleased to term "cream" paragraphs, by which was meant articles embodying thought and philosophic truth. At other times the then news editor, Mr. Lane, occupied the place vacant by Mr. Swain's absence. Outside this inner temple was a room about twice as large, furnished with a pine table three by four feet, on which *Ledgers* were folded and pasted during the night, and which was occupied during the day by the whole reportorial corps of *one*, a gentleman who was thenceforth to divide the honors of the accommodations with the "money-market" man. And hereupon rose a nice question of proprietary rights. There was in this large apartment, redolent of sour paste and liberally littered with waste paper, but a single chair, dilapidated by the loss of a leg, and a founder's type-box, over twenty inches long and six inches square, which by rearing on end was forced into service as a seat for him who should make his appearance second at the table. The whole office arrangements were primitive, and its affairs were most economically administered. The chief clerk, who furnished the supplies, had a special horror of extravagance, having early mastered that truism in domestic economy that "great abundance is the parent of waste;" hence paper was doled out by the single sheet, and pens and wafers in the same limited proportion. The *Ledger* at that time had a daily circulation of about fifteen thousand copies, according to Mr. Sailer, and was printed on a double sheet, and was cut by hand before being delivered to the carriers. Such was the great Philadelphia paper in 1840, as described by one in 1875, "who remained continually with it from that day to this."

When the Oregon question seemed about to involve the United States and Great Britain in war, all the great papers put forth their utmost efforts to obtain the earliest English news from the Liverpool steamers arriving at Halifax and Boston. The New York newspapers entered into a combination to anticipate the mails, and with them were joined Mr. Swain for the *Ledger*, and Mr. Abell for the *Baltimore Sun*.

The famous "pony expresses," by which Mr. Abell had anticipated all contemporaries in announcing the death of President Harrison, and the fate of the fiscal bank bill in 1841, were again called into service, and from Halifax to Portland, Me., relays of fleet ponies fairly flew with the news brought by the steamers from Europe. Relays of these ponies, extending from Halifax to Annapolis on the Bay of Fundy (across Nova Scotia), a distance of over one hundred and fifty miles, brought the news to Portland, Me., and thence by locomotive to Boston and to New York, Philadelphia, and Baltimore. Fifty hours was the time in which the thousand miles were passed. The penny sheets of Philadelphia and Baltimore proved themselves to be the peers in enterprise of the New York press, and far beyond their "blanket sheet" contemporaries of their respective cities, in all that push and pluck which the modern newspaper requires. The news brought by the "Cambria" was awaited with that feverish excitement which always attends matter involving the issues of war or peace. By means of the "pony express" this steamer's news was hurried through to the *Ledger* and *The Sun*, and by the latter paper sent on to Washington, far in advance of mails and the regular mode by which the larger newspapers obtained their news. In the combination by which the pilot-boat "Romer" was chartered for Liverpool and return with foreign news, the proprietors of the *Ledger* and *The Sun* entered, and again anticipated their slower contemporaries of Philadelphia and Baltimore.

In 1846, when the Mexican war turned the attention of the whole country to the South, and the news centre was removed to the camp of the little American army, far off in Mexico, Mr. Abell, for the firm of Swain, Abell & Simmons, and for the benefit of their newspapers in Philadelphia and Baltimore, undertook the management of the transmission of news from the camp and the battle-field, across the continent, to the news-rooms of *The Sun*, in Baltimore, and *The Ledger*, in Philadelphia. An overland express from New Orleans, "comprising about sixty blooded horses," was established to Baltimore, which, notwithstanding difficulties interposed by the post-office, almost invariably anticipated the great Southern mail from New Orleans by thirty hours. An excited public, in both cities and the surrounding country, looked to *The Sun* and *The Ledger* for the first news from the seat of war, with perfect confidence in their dispatch

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and reliability. The time consumed between New Orleans and Baltimore by these expresses was about six days, and the cost was over one thousand dollars a month. By means of this expeditious mode of transmitting intelligence, the firm of Swain, Abell & Simmons laid before the readers of two newspapers an engraved representation of Monterey, its vicinity, and its fortifications, with the advance of the American army, from the pencil of Capt. Eaton; and also a view of the American army before Monterey prior to the battle. By this view their readers could distinguish the principal forts, the main buildings of the city, the position of the American army, and the place assigned to each division, brigade, and regiment.

It was by means of the vigorous enterprise of this firm that the "full surrender and unconditional capitulation of the city of Vera Cruz, and the castle of San Juan D'Ulloa," was first made known. In Washington *The Sun* of April 10, 1847, caused universal rejoicing by announcing the great event to the government as well as to the public. *The Ledger*, in Philadelphia, received the same intelligence from the same source, and the two newspapers anticipated all others with the glad tidings of the great victory.

The possession of such important information, hours before it was elsewhere known in the United States, might have been used with very great success for pecuniary advantages, as the stock market responded to every particular of the news from Mexico. To have anticipated the rise in prices that followed the tidings of American triumphs could have been easy for any member of the firm of Swain, Abell & Simmons, and would have very much more than reimbursed them for the heavy expenses of the pony express; but they spurned all such temptations. Their unvarying practice was to issue bulletins or slip synopses of the markets at the earliest possible moment after the receipt of European or war news, and place them before the whole public, to be followed with "extras" containing all the information received. They kept the government at Washington advised of every important event transpiring at the seat of war, and were thus instrumental in serving the whole country as well as the readers of their newspapers. It was "generally admitted that the news of the capture of Vera Cruz, arriving by our express on the very day appointed for the close of a national loan, was directly favorable to the national interest in the final negotiation." The brilliant victories of Contreras and Churubusco were first announced by these papers, their "ponies" distancing stages, railroads, steamboats, and magnetic telegraphs, and when military operations approached the city of Mexico, those pony teams, as if in anticipation of the great excitement prevailing throughout the country, "came flying up to the stopping-post with the most thrilling and important intelligence yet received from the seat of war full twenty-four hours ahead of steamboats, railroads, and even telegraphs," and during the remainder of the time of operations of the army in Mexico these pony expresses continued to keep the newspapers of this enterprising firm fully abreast with all the exciting events of the period and far in advance of all their contemporaries. In the same spirit of enterprise "carrier pigeons" were utilized, to the number of between four and five hundred, to transmit news from foreign steamers, and on more than one occasion a synopsis of the President's message was brought by the "pigeon express" to Baltimore immediately after delivery to the Congress, and published in extras to the delight and surprise of the public. This, we believe, was the first pigeon express organized in this country, and was the design of Mr. Abell for himself and his partners.

The magnetic telegraph found in both Mr. Swain and Mr. Abell zealous, active, and contributing friends. After the line from Washington to Baltimore, the first constructed in the country, was completed, Mr. Abell was one of its constant patrons, and *The Sun* received the first Presidential message ever transmitted by telegraph, on May 11, 1846, which appeared in its issue of the next day. Mr. Swain was also an enthusiastic friend of the new news-transmitter, for in that light he looked at Morse's invention. He took the greater portion of the stock in the original telegraph company which was allotted to Philadelphia; he became a director, and was president of the company for several years, during which he introduced many reforms into the management of the telegraph offices of the country. As a matter of scientific history it should be added here, in this brief history of an enterprising firm, that the telegraphic copy of the President's message first transmitted to one of the newspapers of Swain, Abell & Simmons was reprinted by the Academy of Sciences of Paris side by side with the authenticated transcript of the original. The Paris correspondent of the *National Intelligencer* said,—

"Professor Morse had the goodness to send me an account of the recent achievements of the electrical telegraph, with a copy of the Baltimore *Sun* containing the President's message on the Mexican war, as it was magically transmitted to that paper. I sent the communication to Pouillet, the deputy author of the report heretofore mentioned to you, and he placed them in the hands of Arago, who submitted their very interesting and decisive contents to the Academy of Sciences and the Chamber of Deputies. In the Chamber, on the 18th instant, when the proposed appropriation for an electrical telegraph from this capital to the Belgium frontier came under consideration, Berryer opposed it on the ground that the experiments of the new system were incomplete; that it would be well to wait for the full trial of what was undertaken between Paris and Rouen. Arago answered, 'The experiment was consummated; in the United States the matter is settled irresistibly. I received three days ago *The Sun*, of Baltimore, with a letter from Mr. Morse, one of the most honorable

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men of his country, and here is the President's message, printed from the telegraph in two or three hours. The message would fill four columns of the *Moniteur*. It could not have been copied by the most rapid penman in a shorter time than it was transmitted. The galvanic fluid travels seventy thousand leagues per minute.' The appropriation of nearly a half-million of francs passed with only a few dissenting voices."

Thus this enterprising firm of newspaper publishers in Philadelphia and Baltimore contributed their influence to extend the telegraph across France, as well as through their own country. And even the short-lived Atlantic Cable of 1858 was made tributary to the enterprise of this firm by sending a special dispatch exclusively to their newspapers, which was the first news telegram from London over the Atlantic Cable received and made public in Philadelphia and Baltimore.

Mr. Swain was the master mind in conducting the *Ledger*, as Mr. Abell was in *The Sun*. For twenty years Mr. Swain gave unremitting attention to the management of the *Ledger*; carefully scanning all that entered its columns, and more carefully watching for any item of news which appeared in another newspaper without being in the *Ledger*.

He was early in perceiving the utility of the fast type-revolving cylinder printing-press of Hoe, and the first press of this description used by any newspaper in this country was made for the *Ledger*, and found, on trial, to be so excellent that it was speedily duplicated. It is questionable whether Mr. Swain recurred to any event in his life with so much pride as to his connection with the introduction of the rotary press.

The assistance and encouragement given by Mr. Swain to the efforts to manufacture printing-paper from straw were of great importance in bringing that substitute for rags to perfection. It is a matter of positive certainty that the first white printing-paper made from straw was used upon the *Ledger*, and that the Messrs. Nixon owe to the generous assistance given by Mr. Swain their final success in the manufacture of straw printing-paper. His strong, practical mind turned naturally to machinery, mechanics, and science, and to their practical application to his own particular business he devoted much time, thought, and study, accomplishing results which added greatly to the efficiency of his newspaper machinery.

Such was the man that made the *Ledger* great; but he did not accomplish his end without many difficulties overcome, many obstacles removed. Some of these have already been referred to, a few of the others must be rapidly glanced at. The Native American movement in politics was attended with mob violence, resulting in the destruction of property and the loss of life. The *Ledger* had no sympathy with ostracism in any place, and its enlarged idea of American citizenship forbade its lending its immense influence to the proscription of men for religious conviction. A careful writer, reviewing the course of the *Ledger* during those exciting times of 1844, says, that while the paper justly condemned "the excesses into which the mob ran, it unfairly ignored the first great provocation which had stirred up so much ill-blood," but that after its subscribers had fallen off by thousands, its proprietors "suddenly became aware of the fact that a great outrage had been committed upon the Americans in Kensington, before they struck a blow in return." A review of the files of the paper at that time does not sustain such a statement. On May 7th it said, "The citizens who composed the meeting were assembled in the exercise of a right guaranteed to them by the Constitution, and it has come to a pretty pass, if, availing themselves of their constitutional rights, they are to be assailed by others and their lives sacrificed in the streets."

The destruction of St. Michael's Church and the Female Seminary and St. Augustine's Church by the mob, called out the *Ledger* on the following morning in denunciation of the rioters in the following vigorous language: "Are our liberties to be surrendered to the rash and headlong domination of mobs, or are we to fly from this great evil to the lesser one of a consolidated military police?" And afterward, resuming its old argument, that "prevention is better than cure," it again urged the use of *ball*-cartridges first, and blank-cartridges afterward, as the only effi-

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cient manner of dealing with and dispersing mobs; that "in subduing a mob the whole secret is to strike first and threaten afterward." This article created intense excitement among the Native Americans, and many thousands stopped the paper, and the advertising patronage also greatly diminished. But the *Ledger* was not to be swerved from its high and honorable course by any loss of patronage. It continued to demand that the supremacy of the law be maintained, and that "church burners" and those "outlaws who broke up the meeting at Kensington" be sought out and punished. Its circulation returned in larger numbers, and its advertisements increased in volume and value far beyond what they had been before.

The *Weekly Ledger* was begun in 1837, and was afterward *The United States* and *The Dollar Newspaper*. After Mr. Childs purchased the *Ledger* establishment he issued the weekly under the name of *The Home Weekly and Household Newspaper*, but sold it out in 1867. When *The Dollar Newspaper* was established, in 1843, Mr. Simmons gave it most of his attention, returning for that purpose to Philadelphia from Baltimore, to which latter city he had accompanied Mr. Abell. He died Dec. 9, 1855, enjoying the esteem and confidence of his partners, as well as the respect and affection of his employés in both the *Ledger* and *The Sun*, whose tributes of respect for his memory were most touching and affectionate. He was the first member of the great firm to pass away. His interest was purchased by the surviving partners, and the style became, on April 16, 1861, Swain & Abell.

Col. M. Richards Mucklé, now the business manager of the *Ledger*, relates of his own experience in those early days that "on Saturday morning I went to the office and presented myself to that prince of good fellows, Mr. Simmons. He took me by the hand and called me his boy; and he continued to call me his boy until he vanished from this earth to occupy a place in the temple above." The occasion of which Col. Mucklé writes was his installation in the service of the *Ledger*, and he has accompanied the paper from its earliest location to its permanent home at Sixth and Chestnut Streets.

William L. Drane, another of the most efficient chiefs of departments in the *Ledger* establishment, antedated Swain, Abell & Simmons as a publisher of a penny paper. His paper, the *Daily Transcript*, was sold to the proprietors of the *Ledger* in September, 1836, and its name has ever since been published as a sub-title. In the succeeding May he entered into the service of the *Ledger*, and for many years preceding his death, which occurred in 1881, he was superintendent of the printing department, a position in which it was impossible to have his superior. He was a native of Dranesville, Va., and learned printing in Washington, on the *Telegraph*, when it was owned by Duff Green.

The firm of Swain & Abell, which was formed upon the dissolution of that of Swain, Abell & Simmons, upon the death of A. H. Simmons, continued the publication of the *Ledger*. But the changes effected by the war between the States were not without important influence upon newspapers. The great increase in the cost of white paper and of labor rendered the publication of a penny paper impossible, except at a great loss. This the firm met and accepted to the extent of more than one hundred thousand dollars. "Six and a quarter cents per week" was an antebellum price, which would no longer purchase the white paper. An increase of price was inevitable, or a loss far greater than prudence and sound judgment warranted. This increase in the price of the paper was contrary to all the ideas upon which the *Ledger* had grown into power and influence. The proprietors had seen the realization of their hopes in a penny paper; they now recognized its failure from causes which they could not foresee. To abandon the fundamental idea upon which their two newspapers had become such preeminent successes was more than they could encounter. Unable to agree to raise the price of their paper or to increase the charges for advertising, to prevent further loss they determined to dispose of the entire *Ledger* establishment. It is probable that this determination was due more to Mr. Swain than to Mr. Abell, and that, had it been possible for the latter to have met the responsibilities and duties of supervising the two newspapers, they would both have become the property of Mr. Abell. However that may be, the establishment was disposed of to George W. Childs, the present owner. The sale was consummated Dec. 3, 1864.

Mr. Swain survived the sale of the *Ledger* only four years, and died Feb. 16, 1868, in the sixtieth year of his age. Though the *Ledger* is his proper monument, as well as biography, yet his interest in *The Sun* remained after the sale of the *Ledger* and until his death. Mr. Abell is the sole surviving member of the firm which established and created two of the greatest newspapers in this country. In a ripe old age, he enjoys that confidence, respect, and affection which a long and useful life merits. His hand has never been missing from *The Sun;* he did not hesitate to meet the embarrassment of increase of price, which had induced the sale of the *Ledger*, and his judgment has been sustained by the remarkable prosperity which has followed the enlargements of the paper and the increase in the rates of advertisement. He has kept *The Sun* abreast of every change which the publication of a great newspaper demands. Their great success shows that both Mr. Swain and Mr. Abell were men of remarkable minds, fitted and adapted to supplement each other, and brought together just as the revolution in newspapers was beginning. They seized the auspicious moment, and compelled fortune to become tributary to their energy, industry, perseverance, and courage.

The circulation and advertising business were larger

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at the date of the sale to Mr. Childs than ever before, and he promptly took the step at which Messrs. Swain & Abell had hesitated. On Dec. 10, 1864, he increased the price of the *Ledger* to twelve cents per week, but after a trial for a month reduced it to ten cents. The advertising rates were also advanced, and made to correspond with the value of the immense circulation of the paper. Such a change from the old schedule of prices, of course, caused a temporary decrease of the number of subscribers, but Mr. Childs' prescience convinced him that he had but to work and wait for a recovery of and gain upon the highest figure of circulation to which the *Ledger* had ever attained. He was swift to introduce new elements of popularity and enterprise into the paper, and in January, 1870, the average daily circulation rose to seventy-two thousand eight hundred and eighteen, which has been maintained and increased until, at the present writing, it is no exaggeration to say that the *Ledger* is daily read by over four hundred thousand persons.

Discarding the commonly accepted idea that a newspaper was in the nature of a "common carrier" of information for the people, bound to print anything as an advertisement which was not libelous or indecent, Mr. Childs adopted other views. While accepting all responsibility for the editorial and news department, he carried the principle into the advertisement columns also, and asserted his right to exclude from those columns all that might appear *to him* objectionable on the score of public morals. This determination led to the exclusion of a very large class of advertisements which, from their nature, would pay the very highest prices, and caused a loss estimated at not less than fifty thousand dollars per annum. This judgment was sustained by the people, and its advanced position in newspaper publication was recognized as an earnestness of purpose to make the *Ledger* a welcome and unexceptional visitor in every family where the moral sentiment of the young and innocent was the highest consideration. The new rule proved its wisdom in a very short time, for the advertisements increased with the expanding circulation, until in September, 1867, an enlargement to eight columns became necessary and was made. In the same year Mr. Childs introduced the stereotyping process and other mechanical improvements to meet the demand upon his publishing department, so that the larger edition of the *Ledger* could be delivered at a much earlier hour than before.

Washington L. Lane, the managing editor of the *Ledger*, died Nov. 14, 1865. In its tribute to his memory the *Ledger* said,—

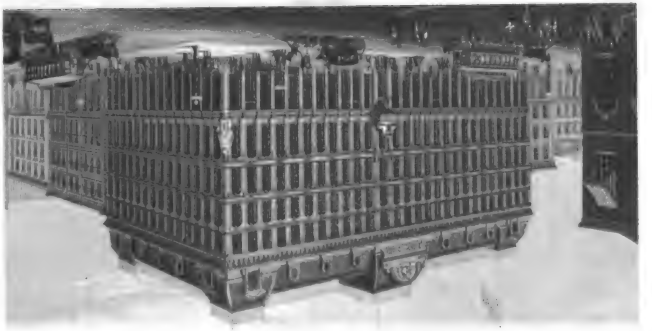
"He possessed a fine analytical mind which, matured and strengthened by extensive reading and reflection, and coupled with a retentive memory and unusual equanimity of temper, peculiarly fitted him for the arduous and frequently trying duties of an editor. While a man of very decided opinions, ever frank and open in their expression, his calm and dispassionate manner in discussion gave to his arguments and reasoning a conservative tone and bearing peculiarly appropriate to one teaching through the medium of a popular newspaper, read by people of all classes, all ages, and every pursuit. He probably had no superior for the position he held so long and filled so well."

William V. McKean has been editor-in-chief and general manager of the *Public Ledger* since Dec. 3, 1864. He was born in Philadelphia Oct. 15, 1820. Taught to read by his mother before he was old enough to go to school, he had short periods of tuition in the private schools of the day until he went to his first employment, in 1833–34, and at private night-schools after that. He was apprenticed, in 1835, for six years to Robb & Ecklin, type-founders, served out his time, and learned the whole business, from the first work done by boys in the days of hand-mould casting to the business of the counting-house. While so employed he was sent out as counting-house boy, in 1836, to ascertain from references given by Swain, Abell & Simmons whether these subsequently famous founders of the *Public Ledger* were responsible for a small order of ornamental type.

Always given to reading and study, he joined the Union Library Company in 1839, and here got his best reading and mental training. He has ever since remained a member, though the society is now retired, and regards such institutions as most valuable auxiliaries to boys and young men. Still of that opinion, he is a member and has been manager of the Franklin Institute and the Moyamensing Literary Institute, member of the Academy of Natural Sciences, the American Philosophical Society, the Philadelphia and Mercantile Libraries, and the Pennsylvania Historical Society.

The Union Library Company was one of the popular literary societies of that day. It was progressive, became aggressive in its discussions, and very prominent. It secured by its own enterprise money enough to purchase a well-chosen collection of standard books by the best modern authors in history, constitutional principles, public law, mental and moral philosophy, natural science, and classic English literature. Throwing aside all the conventional and hackneyed topics so much affected by debating societies, it went boldly into the discussion of controverted matters in American and foreign history, the principles of government, citizenship, naturalization, current public affairs, political economy, physiology, popular rights and duties, hygiene, and kindred topics. It challenged other societies to debates, and drew larger audiences than the hall could accommodate. Generally in such debates and encounters Mr. McKean and Furman Sheppard were regarded as the champions of their society. This threw them both somewhat early into politics during the Native American excitement of 1843–44, and both, with Henry A. Gildea, another Union member, were vigorous opponents of that movement. This society—as what mention we have made of it will suggest—had a strong influence on the whole of Mr. McKean's after-life.

In 1846 he was entered as a law-student under the preceptorship of the late James C. Vandyke. About



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this time he received a government appointment, which he held about four years (contributing meanwhile as volunteer newspaper writer), and then resigned to join Col. John W. Forney, in 1850, as associate editor of the *Pennsylvanian*. This connection continued until April, 1853, when Col. Forney, who was then clerk of the House of Representatives, at Washington, requested Mr. McKean to come to Washington to take the chief clerkship and the charge of the large amount of public money disbursed by the House. This position he held until February, 1856. Upon going out of the chief clerkship, President Pierce (unknown to him) appointed him to the office of examiner in the Patent Office. This position he resigned in a few months, as in that year he was invited to Wheatland by James Buchanan, and went there as Mr. Buchanan's private secretary, pending the Presidential canvass. While there, personal and political complications among Mr. Buchanan's party friends began to show themselves, and these soon caused the position of private secretary to be quite embarrassing. The public side of these differences related to the pro-slavery and free-soil antagonism brought about by the Kansas-Nebraska Bill. The personal difficulties were engendered by the intense hostility shown by some Southern men to Col. Forney's professional desire to be editor of the *Washington Union* and public printer. As Mr. McKean was in a confidential position, these political and personal discussions came necessarily to his notice, and as he was bound to maintain Mr. Buchanan's confidence, he had to become reticent on all such matters to Col. Forney, with whom he had previously occupied a similarly close and confidential position. Between the duty to Mr. Buchanan, on the one side, and the reluctance to have any privity with the proceedings of Col. Forney's enemies, on the other, the position of private secretary became exceedingly awkward. Notwithstanding Mr. McKean's profound respect for Mr. Buchanan, he asked to be relieved, which Mr. Buchanan finally, but very reluctantly, agreed to, protesting that there was no occasion whatever for Mr. McKean to withdraw.

Meanwhile (and again unknown to himself) he had been appointed to a city office. This and another appointment he successively gave up, and in 1860 returned permanently to his preferred vocation as editorial writer. He was leading editor of the *Inquirer* from April, 1860, throughout the war, to Dec. 3, 1864. Until the November election of 1860 he had been voting with the Democrats, but at that time he became convinced that party should be subordinated to higher interests. In December of that year, and while the preparations of the memorable "peace meeting" of Dec. 13, 1860, were going on, he went to Washington to learn for himself what would satisfy the Southern leaders, or whether they were bent upon breaking up the Union at all hazards. During this visit he had free and full conversations with John C. Breckenridge (then Vice-President), Senators John Slidell, Stephen A. Douglas, Hannibal Hamlin, and William Bigler, all of whom were his personal friends, and, through Governor Bigler, with Senator Chestnut, of South Carolina. He became satisfied by the utterances of Mr. Slidell that the controlling Southern men would surely carry their States into secession, and from what was said to him by Mr. Hamlin (Vice-President elect), that secession would be resisted by force. He came home to Philadelphia in full belief that the "peace meeting" would be of no avail. War seemed to be inevitable, and he so wrote to the then Governor of Pennsylvania, William F. Packer. Upon expressing the same opinion to one of his editorial associates, a gallant young lawyer, the latter promptly replied, "Then I will go into military drill." This he did upon the word, subsequently raised a company, fought through the war, and is now a distinguished officer of the regular army. From that time Mr. McKean has voted independently of party, making up his ballot for the best qualified and most deserving men, just as the *Ledger* advises all others to do.

On the 3d of December, 1864, Mr. McKean, at the invitation of Mr. Childs, for whom he had been previously doing book and editorial work, went with him to the *Public Ledger*. Since then he has been editor-in-chief and general manager. The files of that journal tell what he has been there for the last twenty years. In nearly all the movements in Philadelphia during that time to promote the welfare of the people, to advance their interests, and to improve the efficiency of their city government, Mr. McKean has had large part as adviser and counsel,—much larger part in these capacities than even in his abundant work as editorial writer. He is peculiarly one of the men whom people seek for suggestion and counsel, and whose judgment they have become accustomed to trust as impartial and sound. This is the case with all manner of persons, from the humblest in station to the highest, private persons, and public officers. The influence exercised in this manner has gone out quietly and worked its way for private and public good in scores and hundreds of matters in which but few people ever knew he had any agency at all. Such influence has taken effect in the enactment of wholesome laws, in the choice of better officials, in the adoption of sound policy by public men, in keeping families from breaking up, and in saving men from their own ruinous appetites. He has had many habitual drunkards to deal with, never gave up the belief that they could be got to go right some time, and never failed but with two. It is a cardinal belief of his that there is a good side to be found in almost every man, if you make fair search for it.

Among the many matters that Mr. McKean has been connected with, such as the commission for the relief of soldiers' families during the war, the Sanitary Fair, the early struggles for municipal reform, the Chicago Relief Committee, the incipient move-

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ments for the Centennial Exhibition, the work of the Centennial Board of Finance, the consultations that resulted in the choice of the Committee of One Hundred and that influenced its after-action,—although nearly all these led to important results,—none of them, he says, gave him more pleasure than the organization of the children's free excursions in 1872. During the three years while he was chairman of the committee more than sixty thousand persons (infants, very young children, and their mothers or other caretakers) were taken to Rockland, in the park; furnished with all kinds of innocent and healthful out-door amusements, including performances by the lamented Signor Blitz; were supplied with three wholesome meals, on a bill of fare prescribed by a medical staff (with copious pure milk and some luxuries); and free transportation from and to their homes. The plan for these excursions, as Mr. McKean organized it on the first day, was never changed during their six years' continuance. The children and their mothers had every summer many days of healthful holiday, rest, and recreation away from the hot and unwholesome back-streets and alleys. These days were bright spots in their lives. The excursions were managed mainly in Mr. McKean's room in the *Ledger* office for three summers, and subsequently by Andrew M. Spangler with great zeal and executive ability.

We have referred to the influence exerted upon Mr. McKean's career by the Union Library Company. Next to this he reckons the contact he got with public affairs and public men by reason of the various offices he occupied for short periods under the city, State, and nation. These gave him insight into the machinery for conducting public business, and also into the true dimensions of public men, big and little. Some of the least conspicuous of these grow larger upon acquaintance, and some of the prominent shrivel up when you get close to them. There is no such disenchanter as actual personal observation of "statesmen." But along with personal experience in official matters, he has had an extensive contact with the people in all stations of life, and knows them well. He has touched the extremes of the social fabric,—the very poorest and humblest, and the richest and highest. He has left the *midnight* dining-table of the President of the United States to go to dinner the next day, at twelve o'clock *noon*, with a laboring miner in the coal region, who, in his way, was peer of the President.

For the conduct of the *Ledger* Mr. McKean has a carefully-considered system of editorial ethics, about which Mr. Childs and himself are in thorough accord. Some of his maxims are inserted here, not all:

Always deal fairly and frankly with the public.

A newspaper to be trusted and respected must give trustworthy information and counsel. It is a serious thing to mislead the people.

Understate your case rather than overstate it.

Have a sure voucher for every statement, especially for censure.

There is a wide gap between accusation of crime and actual guilt.

Deal gently with weak and helpless offenders.

Before making up judgment take care to understand both sides, and remember there *are* at least two sides. If you attempt to decide, you are bound to know both.

Do not say you *know* when you have only *heard*.

Never proceed on mere hearsay. Rumor is only an index to be followed by inquiry.

Take great care to be right. Better be right than quickest with "the news," which is often false. It is bad to be late, but worse to be wrong.

Go to first hands and original sources for information; if you cannot, then get as near as you can.

It is the reporter's office to chronicle events, to collect facts; comments on the facts are reserved for the editor.

Let the facts and reasoning tell the story rather than rhetorical flourish.

Don't be too positive. Remember always it is *possible* you may err.

All persons have equal rights in the court of conscience, as well as in courts of law.

Never add fuel to the fire of popular excitement.

There is nothing more demoralizing in public affairs than habitual disregard of law.

Uphold the authorities in maintaining public order. Rectify wrongs through the law.

If the law is defective, better mend it than break it.

Nearly always there is law enough. It is the failure to enforce it that makes most mischief.

There is no need, and therefore no excuse, for mob law in American communities.

Numerous as bad men may be, remember they are but few compared with the millions of the people.

The public welfare has higher claims than any party cry.

Grace and purity of style are always desirable; but never allow rhetoric to displace clear, direct, forcible expression.

Plain words are essential for unlearned people, and these are just as plain to the most accomplished.

This sketch has a fitting close in the following extract from a note received when Mr. McKean was first asked for materials on which to write it. He said,—

"I desire no larger biography than this: 'He has been editor-in-chief of the Philadelphia *Public Ledger* for twenty years, striving to do his responsible work for the public with conscience and common sense, honest purpose and clean hands.'"

The care which watches over the smallest and most unimportant news item that appears in the *Ledger*, guards against rash and exaggerated statements, until the paper has acquired that character for reliability and truth which is equaled by but few, and surpassed by no other paper in the country. This vigilance has watched the vague and uncertain early reports of elections, carefully sifting the improbable, and publishing

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only those which will be sustained by later and more correct information, until the *Ledger's* returns of elections almost always prove correct. Even during the civil war the *Ledger*, while consistently and positively sustaining and supporting the government, avoided the many temptations to become sensational, and since the conflict ceased, its potent influence has been steadily exerted for the re-establishment of substantial peace and the encouragement of the growth of good feeling between the sections. Amid the wild excitement which followed the horrible assassination of President Lincoln, the *Ledger*, calm and unexcited, strongly and effectively protested against all secrecy in the trial, and for its outspoken respect for the law of the land was loudly assailed by some of its contemporaries for disloyalty.

Every improvement which would tend to the prosperity of the city, or to extend its area, has found in the *Ledger* its strongest and most persistent advocate. The consolidation of the city and districts, the introduction and extending of the lines of street railways, the change from the old hand-engines, and the "b'hoys that run with the machine," to the steam fire-engine, with its greater expedition and security, have all been sustained and promoted by the *Ledger*. The free bridges across the Schuylkill, the large and beautiful park, and the Centennial Exposition, all owe much of their success to unvarying advocacy by this great newspaper.

When the *Ledger* was purchased by Mr. Childs, it was established on the firm basis of popular support and confidence, free from the cares and anxieties that attended its founders for many years. The *Ledger* was a success beyond a peradventure. It was coining money, enjoying the fullest confidence of the public, and reaping the harvest of many years' planting. Mr. Childs kept the *Ledger* true to the course laid out by its founders, and without varying materially from that course, opened new features of attractiveness, introduced improved machinery, and finally transplanted the whole establishment to the most complete, perfect, and beautiful building in the United States for newspaper purposes. The Howell building and several adjoining lots at the southwest corner of Sixth and Chestnut Streets were purchased, and on May 1, 1866, work was commenced, and the building was formally opened June 26, 1867. Ample in proportion, and furnished with elegant completeness, its brown-stone fronts on the two streets are not excelled in stateliness and beauty by any newspaper establishment in Philadelphia.

George W. Childs was born in Baltimore, May 12, 1829, and at the age of thirteen entered the United States navy, but after spending fifteen months in the service he removed to Philadelphia, where his employment in a book-store became the open door to his almost phenomenal success as a publisher and man of letters. The late John W. Forney well said of him that when he came to Philadelphia his only wealth was "industry, perseverance, and a stout heart, and with these resistless weapons he fought his way through inconceivable obstacles, until he has become the living illustration of that noble characteristic so rare among men of influence—the accumulation of riches, not for himself alone, but to make others happy during and after his life." Shortly after Mr. Childs had reached his majority, he was a member of the publishing-house of Childs & Peterson, and his energy was shown by the manner in which he advanced Mr. Peterson's compilation entitled "Familiar Science," to a sale of two hundred thousand copies. He issued in superb style Dr. Kane's narrative of his Arctic expedition, and paid to the author a profit of seventy thousand dollars; and he published to so much advantage Governor Brownlow's "Debates on Slavery" and "Sketches of Secession" that he was able to pay to the famous Tennessean fifteen thousand dollars in hard cash. The publication of Allibone's "Dictionary of Authors," in which Mr. Childs was chiefly concerned, drew from the author the acknowledgment that "to George William Childs, the original publisher of this volume, who has greatly furthered my labors by his enterprise and zealous and intelligent interest, I dedicate the fruits of many years of anxious research and conscientious toil."

In 1860, upon the retirement of Mr. Peterson from the firm, Mr. Childs formed a partnership with J. B. Lippincott, which endured but a year, when he resumed business for himself. In 1863 he purchased the *Publishers' Circular*, and by remodeling it and changing its name to the *American Literary Gazette and Publishers' Circular*, he made it indispensable to the trade. He also acquired the *American Almanac*, and renaming it the *National Almanac*, conducted it with such marked judgment that in two years it reached an annual sale of thirty thousand copies. After he had bought the *Ledger* he gave his name as security for one hundred thousand dollars to George P. Putnam, the New York publisher, who was then in some difficulty, and in thanking him, Mr. Putnam wrote of his newspaper undertaking that "such an enterprise as would positively frighten most of us timid and slow-moving old fogies, you, in your shrewd energy and wide-awake sagacity, enter upon us as a positive. You wave your magic wand, and lo! palaces rise, and the genii of steam and lightning send forth from their subterranean cells and lofty attics thousands of daily messages over the continent; and fortune follows deservedly, because you regulate all these powers on liberal principles of justice and truth." It is difficult to select the most prominent instances of congratulations that have been showered upon Mr. Childs since he has owned and conducted the *Ledger*, but one occasion that must not be omitted was the dinner given to the employés in the new building on July 4, 1867. The managing editor, W. V. McKean, then said that "the carriers, although they do not make the highest

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wages, have among them the thriftiest of the employés, and the aggregate value of their *Ledger* routes would sell at the Merchants' Exchange as readily as government securities for a sum not less than two hundred and fifty thousand dollars, and probably three hundred thousand dollars." It was not a great while subsequently that Mr. Childs made to the Philadelphia Typographical Society the gift of the Printers' Cemetery, and the late Judge Ellis Lewis, formerly chief justice of Pennsylvania, who delivered the dedication address, said that Mr. Childs "has planted himself in the human heart, and he will have his habitation there while man shall live upon the earth."

A writer in the *New York Evangelist* gives us an insight into the domestic life of Mr. Childs, where private hospitality keeps even pace with public benevolence. He says, "Of all the private houses in this country which have acquired a wide reputation for hospitality, none is better known than that of Mr. George W. Childs, of Philadelphia. He has ample wealth, a large and beautiful house, and lives in a great city, which, in addition to its own excellent society, from its position, midway between New York and Washington, is a place of passage for thousands coming and going." It was in this house that he entertained that remarkable gathering of distinguished and notable persons, on the evening of the 10th of May, 1876, when the Centennial Exhibition, in Philadelphia, was formally opened.

On that occasion there were present President Grant, with his wife; all the members of his cabinet, with their wives; the chief justice and associate justices of the Supreme Court of the United States, with their wives; the Emperor and Empress of Brazil; the diplomatic and other representatives of Great Britain, France, Spain, Austria, Prussia, Russia, Italy, Belgium, Turkey, Japan, China, and other powers of Europe and Asia; the Governors of Maine, New Hampshire, Massachusetts, Rhode Island, Kentucky, Pennsylvania, New Jersey, Delaware, and Maryland, with their staff-officers; leading members of the United States Senate and House of Representatives; Gens. Sherman, Sheridan, Hancock, McDowell; Admirals Porter, Rowan, Scott, Lardner, Turner, Jenkins, Alden; Centennial judges and commissioners from foreign countries and the United States; famous military and naval officers, eminent judges, leading lawyers, prominent divines, presidents of colleges, authors, journalists, artists; in fact, men famous in every branch of professional and private life. And this instance, except in the remarkable comprehensiveness of its scope as to the guests, merely illustrates the rule in Mr. Childs' social life. Scarcely a prominent visitor from abroad arrives in this country who is not furnished with letters of introduction to Mr. Childs, and entertained by him. Compare such generous courtesy to the representatives of foreign aristocracy, wealth, and intelligence with the refinement of delicate appreciation which induced Mr. Childs, during the continuance of the Centennial, to furnish with the means to visit the great fair not only numbers of poor women who would otherwise not have seen it, but also as many as two thousand children, who, through his liberality, were sent happy-hearted to the wonderful exhibition at Fairmount, and furnished with a good dinner while enjoying the show. Children of the Deaf and Dumb Asylum, the Church Home, and those of other public institutions of the city were thus favored, and in the case of the House of Refuge, it illustrates the peculiar quality of his thoughtfulness that he made a special request that its inmates should be permitted to lay off the uniform, which is their badge, while visiting the exposition, and wear new suits, to be supplied and paid for by him.

Mr. Childs has placed in Westminster Abbey, London, a memorial window, in honor of the poets George Herbert and William Cowper, to which Dean Stanley made a most eloquent reference in a sermon preached in St. John's Protestant Episcopal Church, Philadelphia, Sept. 29, 1878. Another testimonial of which Mr. Childs may well be proud is that which is addressed to him as Honorary Commissioner for the United Kingdom, by the Duke of Richmond and Gordon, Lord President of the Council, acknowledging the valuable assistance rendered by him to her Majesty's Commissioners to the Centennial Exhibition. Col. Forney bears witness to the sentiment of esteem and respect in which Mr. Childs is held abroad by saying that, "When I carried letters from him to Europe, in 1867, his name was a talisman, and it was pleasant to see how a nobleman like the Duke of Buckingham honored the indorsement of an American who, thirty years before, was a poor boy."

There is another feature in Mr. Childs' character which illustrates very strikingly both the head and the heart of the man. Having lived all his life among books, and in familiar association with authors, his library is both a curiosity and an illustration. It is not as large as many other private collections, and yet it contains literary and epistolary treasures which all the libraries of the world could not supply. F. W. Robinson, in his "Private Libraries of Philadelphia," has devoted forty-eight pages to the description of that of Mr. Childs. We can only condense that description, and give some few of the most striking and peculiar features. The original sermon of Rev. Cotton Mather, indorsed as genuine by Rev. William B. Sprague, of Albany, reposes in a beautiful cabinet between the windows, and is a little 18mo of eight pages, bearing date of May 17, 1703. A copy of the poetical works of Leigh Hunt, a Moxon edition of 1844, and which came direct to Mr. Childs from Dickens' library, has the precious indorsement, to "Charles Dickens, from his constant admirer and obliged friend, Leigh Hunt." With this is a copy of Hood's "Comic Annual" for 1842, in which is inscribed, in Hood's own handwriting, the half-jocose,

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George W. Childs

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half-pathetic verses of farewell to Dickens, when the novelist started on his first visit to the United States. "Alnwick Castle and other Poems," in a beautiful octavo edition, are dedicated, in the poet's hand, to "Charles Dickens, Esquire, from his friend and admirer, Fitz-Greene Halleck, New York, North America, 6th June, 1842." Another treasure is the original manuscript of Nathaniel Hawthorne's "Consular Experiences," containing thirty-seven pages in the author's script throughout, with his signature at the end, remarkable for the beauty of its pages, its clear sheets, and freedom from alteration and erasures. With a copy of the first edition of "The Scarlet Letter" is Hawthorne's autograph letter to Mr. Childs, wherein the author states that the novel "is thus far founded on fact; that such a symbol was actually worn by at least one woman in the early times of New England."

Among other relics of Hawthorne is the original letter from Franklin Pierce to James T. Fields, announcing the death of the poet and the impressions it made upon the ex-President. A manuscript of sixteen pages of the translation of the first book of the "Iliad," by William Cullen Bryant, is accompanied by the letter in which Mr. Bryant instructs Mr. Childs in regard to the proofs. There is also the manuscript of James Russell Lowell's June idyl, "Under the Willows," signed "J. R. L." Another original manuscript is that of James Fenimore Cooper's "Life of Captain Richard Somers," twenty-one pages folio, bound with the text, as published in *Graham's Magazine*, October, 1847, presented by Rufus W. Griswold to Dr. Balmanno, with his autograph attestation. This volume contains ten autograph letters from Cooper to his counsel, J. P. D. Ogden, concerning his lawsuit, in 1830–40, against J. Watson Webb and others for libel. Mr. Childs is, moreover, the possessor of the manuscript of Edgar Allen Poe's wierd and thrilling tale of "The Murders in the Rue Morgue," and it was principally through his liberality that the monument to Poe was erected in Baltimore, as he volunteered to pay all the expenses, and did furnish the greater part of the money. Side by side with these rare mementos of dead and gone poets is to be found the original manuscript draft of President Grant's address at the opening of the Centennial Exhibition, on May 10, 1876. But perhaps the most interesting of all these scripts is the original manuscript of "Our Mutual Friend," presented by Mr. Dickens to Mr. Childs, who had it bound in two large quarto volumes. Outside of those in the Kensington Museum, it is the only complete manuscript in existence of any of Mr. Dickens' novels. Bearing date of "Thursday, Fourth January, 1866," it is signed at the head of the sheet, "Charles Dickens," after which comes the skeleton of the story. In the first volume is inserted Mr. Dickens' letter of Nov. 4, 1868, to Mr. Childs, inviting him to visit Gad's Hill. The envelope is itself a treasure which many collectors would esteem most highly. It is directed "George W. Childs, Esquire, Langham Hotel, Regent Street, London, West," and contains in the corner the autograph of Charles Dickens. In Murray's fine six-volume edition of Byron's works is the inscription from the publisher, "To George W. Childs, of Philadelphia, in testimony of kind remembrance from John Murray, Albemarle Street, London."

The manuscript of "Cloudesley," a novel by William Godwin, written on old parchment paper, upon both sides of the sheet, lies alongside of the manuscript of "Hertha," by Frederika Bremer, translated by Mary Howitt. Harriet Martineau's "Retrospect of Western Travel," four volumes in manuscript, is also among this collection, as well as the original manuscript of the "Habitations of our Kings," by the poet Gray.

The smallest book ever printed, a 128mo, is "La Divina Commedia di Dante, edizione Illustrata da 30 Fotografie tolte da disegni di Scara muzza, Milano, Ulrico Hoepli," 1879, containing the whole of Dante's comedy, with clear, excellent illustrations. The manuscript of "The Cow Chase," by Maj. André, is not the least curious among this interesting collection.

A book that has no duplicate, "A Collection of Autographs made by a Scrivener," W. G. Latham, a lawyer of New Orleans, is a very remarkable work. Mr. Latham was by profession a notary public, and had access to many original documents, from which he made copies of signatures, and was thus employed for twenty-five years. Every autograph in the volume was copied by Mr. Latham, of which there are about four thousand, embracing distinguished Americans of all professions, British authors from before Shakespeare until within a few years, a complete list of signers of the Declaration of Independence, Washington and his generals, Napoleon and leading men of his time and nation, royalty, nobility, military and naval celebrities, men renowned in authorship, in medicine, theology, natural history, and science of Europe for the past three centuries. A brief biographical sketch accompanies each signature.

The "Hall Collection" of letters, manuscripts, and sketches of the most celebrated people of the last fifty years, received by Anna Maria Hall and her husband, S. C. Hall, are among Mr. Childs' collection, as well as the album formerly belonging to Mrs. Hall. The Halls conducted the *London Art Journal*, and among these letters are names known throughout the English-speaking world, with many accompanying original verses or bright sayings, as well as sketches by well-known hands, sometimes in water-colors, sometimes in sepia, sometimes in ink. There are letters from Charles Lamb, Nathaniel Hawthorne, Mary Somerville, Miss Mitford, Harriet Martineau, Martin Farquhar Tupper, Robert Chambers, S. T. Coleridge, Frederika Bremer, Samuel Lover, Wilkie Collins,

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William Wordsworth, Daniel O'Connell, Amelia Opie, Robert Southey, L. H. Sigourney, Edward Lytton Bulwer, E. B. Browning (from Rome), G. P. R. James, Robert Burns, Grace Aguilar, and many others. William Kennedy has a "Moorish Melody;" T. Crofton Croker has a sketch in sepia; Tom Moore has lines of remembrance, and a sketch of Sloperton Cottage; there is also a page of manuscript from one of his stories, written by Charles Dickens, and signed with that never-to-be-forgotten signature. Under this he has written, "Countersigned, Boz." An interesting sepia sketch of Maria Edgeworth's library appears; and following it is "The Cross," a poem by Jane Porter. Thomas Hood has written a verse of his "Song of the Shirt," and Thomas Hood the younger presents the lines beginning "Work, work, work." There is "A Prayer" by Hannah More; and Barry Cornwall comes soon after with "A Conceit." Leigh Hunt writes nearly a page of "Abou Ben Adhem," and Caroline Norton has "A Blind Man's Bride." Two neat charades must not be overlooked, under which is to be seen the signature of Theodore Hook. The "Tom Moore Bible" came also from Mrs. Hall, accompanied with a presentation letter to Mr. Childs, and some other features of the collection may be thus catalogued:

The "Black Book of Taymouth," presented to Mr. Childs by the Duke of Buckingham, the last of the Plantaganets; "The Need of Two Loves," an original manuscript of N. P. Willis; an original copy of Milton's "Paradise Lost," in Armenian, exhibited at the World's Fair in London; a two-volume quarto edition of Thompson's works, published in London between 1730 and 1736; an autograph manuscript of "The Italian Bible;" an original tragedy, by John Howard Payne, written for Charlotte Cushman; a large folio containing the portrait of every President of the United States, from George Washington to Chester A. Arthur, with an autograph letter with each portrait; Mrs. Mary Cowden Clarke's "Complete Concordance to Shakespeare," containing a selection of fifty closely-written pages of the original manuscript; and the original of Bulwer's "Pilgrims of the Rhine" and "Godolphin," which have been splendidly mounted upon large pages, arranged in a form worthy of their author, and bound in red Levant morocco, richly gilt. The Duke of Buckingham also presented to Mr. Childs the "Cabinet of the Earls of Derby," a rich and handsome privately-published volume of portraits of the Earl of Derby, Lord Chelmsford, Duke of Marlborough, Earl of Malmesbury, D'Israeli, Duke of Buckingham and Chandos, Sir Stafford Northcote, and the other members.

Mr. Robinson, in his sketch, has only noticed certain special features of this remarkable collection. It is a treasure-house of rare and valuable mementos of men that have passed away, and illustrates the character of Mr. Childs as a preserver of those precious reminders of the great and good which are liable to be lost. As he rescued the *Ledger* from decay and ruin, and brought it back to greater power and influence, as he built for Philadelphia its handsomest private business house, so in his library he has preserved those valuable souvenirs of another as well as of the present age, and in all has improved their usefulness by the splendid manner in which he has preserved them. It has been truly said of Mr. Childs "that his exalted position in the estimation of his fellow-men is explicable on no other hypothesis save that of the transcendent excellence of his heart. Other men have had his sagacity, his unflagging industry, his business ability, his enterprise, his sleepless vigilance, but in no one else do we observe in the same impressive combination the complementary qualities of which we have spoken. His name evokes spontaneously, in a multitude which no man can number, a degree of gratitude which it requires a personal acquaintance to understand."

The Salmagundi and News of the Day, a biweekly illustrated journal, devoted to "satire, criticism, humor, and wit," was first issued Jan. 2, 1836, by Charles Alexander, the publisher of the *Vade Mecum*, at the Athenian Buildings, Franklin Place. *The Salmagundi* was published at two dollars per annum. It was a lively, vigorous sheet, but was not long-lived.

Everybody's Album, "a monthly magazine of humorous tales, essays, anecdotes, and facetiæ," was issued for the first time on July 1, 1836. It was embellished with numerous grotesque and amusing engravings. Each number comprised seventy-two large octavo pages. It was published at three dollars per annum, by Charles Alexander, at the Athenian Buildings, Franklin Place.

The Philadelphia Saturday News, a weekly journal, was first issued on July 2, 1836, Messrs. Louis A. Godey, Joseph C. Neal, and Morton McMichael being its originators.

The *Botanical Sentinel*, of Aug. 5, 1836, thus comments upon the new periodical:

"THE PHILADELPHIA SATURDAY NEWS.—The above is a title of a new paper which has recently appeared in this city, and is under the editorial management of Messrs. Joseph C. Neal and Morton McMichael, two gentlemen well known in this community for their vigorous powers in wielding the pen. For the sketching of character, drawing humorous dialogues, and portraying eccentrics, Mr. Neal has not his superior. Of Mr. McMichael, it may be said he affords a striking exception to the attributes which from time immemorial have distinguished aldermen. He is neither fat nor stupid: on the contrary, he can with ease pass through any door of ordinary dimensions; and, as to his intellect, it is of the first order. In happy retort, sarcastic reply, and caustic exposition, he is not surpassed by any writer within the circle of our acquaintance, and we confidently predict, with two such able individuals at the head of the *News*, that it will rapidly advance in public favor."

The Saturday News was published by L. A. Godey & Co., at No. 100 Walnut Street, at two dollars per annum, and printed on a large folio sheet. Managed as it was by three men of such ability and enterprise, it is but natural that *The Saturday News* soon became a successful venture. Before issuing the first number

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of *The Saturday News* the proprietors had bought out Alexander's *Vade Mecum*. The *News* eventually became merged in the *Saturday Evening Post*.

The National Atlas and Sunday Morning Mail was started in Philadelphia on July 31, 1836, by Samuel C. Atkinson, No. 36 Carter's Alley. Its purpose was set forth in the following language:

"We trust it will not prove the less acceptable for being a *Sunday* visitor,—as Sunday calls, Sunday dinners, and Sunday promenades are now everywhere in vogue. In order, however, to disarm the prejudices which might nevertheless be brought to bear against our enterprise, we desire to state that the *Sunday Atlas* will be the work of *Saturday* night always, leaving us on the following day with nothing more to do than to lay it upon the tables of those who may have no objection to read on the Sabbath. . . . New York is not without its papers on this day, which, at the same time, are calculated to gratify those who read only to be amused, whereas our object in the *Sunday Mail* is to furnish useful intelligence to our men of business, as well as agreeable matter to the general reader. . . . By an arrangement now in progress we expect to be put in possession of the New York evening papers of Saturday in time to avail ourselves of their contents for the *Atlas* of the following day, a *desideratum*, as we think, all will admit, and one, accordingly, which we propose to supply."

This publication was octavo, three columns on a page, and the same width of the *Saturday Evening Post*, of the same publisher. The leader of September 25th, of the same year, contained the following frank announcement:

"We are free to confess that we mistook the public feeling when we supposed that a desire existed for a Sunday publication that should supply the void that occurs by the suspension of the daily press on the particular day in question. We shall, therefore, in compliance with the general wish, change the day of publication from *Sunday* to *Tuesday* after the first day of October next, satisfied that, while no one will object to the change, it will meet with the approbation of a large majority of our subscribers. The title of the work will also undergo revision."

Three volumes of the paper were published, covering a period of a year and a half.

The Eclectic Journal of Medicine was issued monthly in connection with the Select Medical Library, beginning in November, 1836, and continued until October, 1840. It was published by Barrington & Haswell, and edited by John Bell.

The Saturday Chronicle, a weekly journal, published at No. 84 South Second Street, was started about 1836, and continued until 1842. The proprietors were Matthias and Taylor.

The Independent Democrat, a weekly newspaper, was begun about 1836. In 1837 or 1838 it was consolidated with the *Evening Star*, and was published until 1841 as the *Evening Star and Independent Democrat*. For some time the office of publication was at No. 73 Dock Street, and subsequently in the rear of No. 110 Walnut Street. The paper went out of existence in 1841.

Die Alte und Neue Welt ("the Old and New World") had its inception about 1836, and was published at No. 9 Bread Street, and afterward at No. 124 North Third Street. It was discontinued in 1843.

The Weekly Messenger was started in 1836, or thereabouts, and was published until 1848. The publication office was in the Athenian Buildings, Franklin Place.

The Sunday Sun was first published in 1836, by Putnam & Creamer, but only three numbers were issued.

The Colonization Herald, a fortnightly journal, issued on the first and third Saturdays of each month, came into existence about 1836, and was published for many years,—for a time at No. 27 Sansom Street, and afterward at No. 609 Walnut Street.

Waldie's Literary Omnibus, devoted to "news, books entire, sketches, reviews, tales, miscellaneous intelligence," was a weekly journal, established Jan. 6, 1837, by Adam Waldie. It did not flourish.

The Philadelphia Visitor and Parlour Companion, a twenty-four page octavo, issued every two weeks, came into existence in March, 1837, edited by H. N. Moore, and was published by W. B. Rogers at No. 49 Chestnut Street. It was devoted to popular and miscellaneous literature, fashions, and music.

The Ladies' Garland, a sixteen-page magazine, octavo, made its appearance April 15, 1837. The second number was issued May 6th. Thereafter the *Garland* was published weekly, by John Libby, at No. 45 North Sixth Street.

Graham's Magazine, or, as it was originally called, *The Gentleman's Magazine*, a monthly publication, edited by William E. Burton, was issued for the first time in July, 1837, by Charles Alexander, at the Athenian Buildings, Franklin Place. The number for January, 1839, which began the fourth volume, bore the title of *The Gentleman's Magazine and Monthly American Review*. From thence Mr. Burton was publisher as well as editor, and the office was removed to Dock Street, opposite the Exchange. In the editorial conduct of the fifth volume, beginning with July, 1839, Edgar Allen Poe became associated with Mr. Burton. In 1840 Poe withdrew, and in November of that year it was issued for the last time as *Burton's Gentleman's Magazine and American Monthly Review*, a title which it had borne for some time. Having passed into the hands of George R. Graham, it was issued in December, 1840, as *Graham's Magazine*, the publication office having meanwhile been removed to the southwest corner of Third and Chestnut Streets. Mr. Graham was the publisher and editor of the periodical for many years. For a portion of this time it was known as *Graham's Lady's and Gentleman's Magazine*, the *Casket* having been merged into it. Mr. Graham was assisted in his editorial duties at various times by Rufus W. Griswold, Robert T. Conrad, Joseph R. Chandler, J. B. Taylor, and others. Charles J. Peterson was associated in the publication for some time, finally withdrawing to establish *Peterson's Magazine*. Samuel D. Patterson & Co. became the publishers in 1848. *Graham's Magazine* enjoyed great success and popularity for many years. As an evidence of its high literary character, it may be said that it numbered among its contributors Henry W. Longfellow, William Cullen Bryant, J. Fenimore Cooper, Richard Henry Dana, N. P. Willis, James

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Russell Lowell, Edgar A. Poe, Lydia H. Sigourney, Frances Sargent Osgood, and Ann S. Stephens.

The Daily Focus, established in September, 1837, had for its motto, "The Existence of a Republic must Depend upon the Virtue and Intelligence of her Children!" It was published at No. 103 (old number) South Second Street, two doors north of Walnut, up to August, 1838, by Turner, Davis & Valleau. In the issue of August 13th, the firm-name became Davis & Valleau. The editor was Gen. William F. Small, quite a prominent figure in Philadelphia life somewhat less than half a century ago. He read law with David Paul Brown, and was admitted to the bar Aug. 20, 1836. The student had largely imbibed the views of his tutor on the slavery—or, more properly called, abolition—question. After the destruction of Pennsylvania Hall by a mob, differences arose between the proprietors of the *Daily Focus* and its editor, which resulted in the withdrawal of the latter, as announced in the issue of May 24, 1838. The personal relations of each continued friendly. George R. Graham and Charles S. Peterson, of magazine fame, both then law-students, commenced their literary career on the *Daily Focus* after Gen. Small's withdrawal. It was a bright penny paper, but lived only a few years.

The Spirit of the Times, in its day a journal of great popularity and influence, was established in November, 1837, and during twelve years of its career was under the editorial direction of John S. Du Solle. For a part of this period he was assisted by Edward A. Penniman, who was also the proprietor of the journal for a while. On Dec. 10, 1849, Du Solle and Penniman disposed of the paper to A. H. Smith and Charles W. Carrigan. For many years the motto of the journal was, "Democratic and Fearless: Devoted to no Clique and Bound to no Master," which was afterward replaced by "God and the People." The following announcement appeared in the paper for some weeks, and for the last time on Jan. 16, 1845: "To the Public.—The proprietors of the *Spirit of the Times* will pay any individual five hundred dollars who can show that this paper has not a circulation greater than that of any other Democratic journal in the United States! Nor a circulation five times greater than that of any other daily Democratic newspaper in Pennsylvania." For years the paper was published at the northwest corner of Third and Chestnut Streets, and subsequently at No. 42 South Third Street, one door above Chestnut.

The Morning Star, published by J. Metcalfe & Co., at No. 57 South Third Street, "opposite the Girard Bank," was established Oct. 5, 1837, at eight dollars per annum, with J. Bausman as editor. It died early.

The Medical Examiner, a bi-weekly journal, edited by J. B. Biddle, M. Clymer, and W. W. Gerhard, was issued for the first time on Jan. 3, 1838. Vols. ii.–v. were issued weekly, and a new monthly series was commenced in January, 1845. The following sub-title was added to vol. v.: "and Retrospect of the Medical Sciences." With the beginning of vol. vii. the full title became *The Medical Examiner and Record of Medical Science*. In January, 1857, it was united with *The Louisville Review*, forming *The North American Medico-Chirurgical Review*.

The American Journal of Homœopathy, a bi-monthly periodical, edited by an association of homœopathic physicians, was commenced in August, 1838, by W. L. J. Kiderlen & Co., and was soon discontinued.

The United States Magazine and Democratic Review, published at No. 67 South Second Street, was founded in or before 1838, and by 1840 had gone out of existence.

The Lady's Amaranth, a magazine published at No. 274 Market Street, was issued for the first time in 1838, and was published for two or three years. Many young writers, who have since become somewhat famous, began to see themselves in print in its pages.

The Mechanics' Register was published in 1838, at No. 45 North Second Street, and had a short career.

The American Phrenological Journal and Miscellany, a monthly periodical, was commenced in November, 1838, Adam Waldie being the publisher. The title subsequently become the *The American Phrenological Journal and Life Illustrated*, and it was finally moved to New York.

The Philadelphia Demokrat, a German morning paper, was founded in 1838 by a number of German Democrats, for the purpose of supporting David R. Porter as a candidate for Governor, against Ritner. Its first number was issued on Aug. 27, 1838. Burkhardt and Rothenstein were the publishers, and No. 391 (old number) North Front Street, between Green and Coates Streets [now Fairmount Avenue], was the publication office. After Porter's election the *Demokrat* was, for a short time, issued weekly, but soon became a daily paper again. In the second year of its existence, L. A. Wollenweber became the proprietor, and published it first at the corner of Old York road and Callowhill Street, and afterward in Third Street, below Noble. In 1852, Mr. Wollenweber sold the paper to John S. Hoffman, and in September, 1853, the firm of Hoffman & Morwitz was established, which continued until the 9th day of July, 1873, when Mr. Hoffman withdrew from the firm. Since that time the publication of the *Demokrat* has been continued by Dr. Edward Morwitz, under the firm of Morwitz & Co. In November, 1868, the office was removed to its new printing house, Nos. 612 and 614 Chestnut Street, where it is now published. The *Demokrat* is a four-page paper, containing thirty-six columns. Its newspaper, publishing, and printing business is now the greatest and most extensive German establishment of this kind in the United States.

From the same office are issued the *Vereinigte Staaten Zeitung*, a weekly, established in 1845, as the *Weekly Demokrat; Die Neue Welt*, a Sunday paper, founded in 1856; and the *Abendpost*, an afternoon journal, first issued in 1866.

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The Catholic Herald, a weekly religious journal, was established about 1838, and published at various places, at No. 61 North Second Street, No. 116 Chestnut Street, northwest corner of Third and Walnut Streets, No. 15 Minor Street, No. 10 South Fifth Street, No. 225 South Fourth Street, etc. In 1857 it was consolidated with the *Catholic Visitor*, which had been started some months before.

The Philadelphia Reporter, a monthly periodical, came into existence in 1838, at No. 45 North Sixth Street, and was discontinued after an existence of a few months.

Bicknell's Reporter, issued weekly by Robert T. Bicknell, had its inception about 1838, and was published at various places on South Third Street, first at No. 76, then at No. 20, then at No. 33, then at No. 45, then at No. 112, and elsewhere. *Bicknell's Counterfeit Detector* was under the same direction, and in 1858, or thereabouts, the two were consolidated, the title becoming *Imlay & Bicknell's Bank Note Reporter*.

The Christian Observer, a weekly Presbyterian journal, was started in 1838 as the *Religious Telegraph and Observer*, but assumed the first-named title in 1839. The publication-office was on Chestnut Street for many years, at Nos. 134, 144, and 216. About 1856 it was removed to No. 48 South Fourth Street. Rev. A. Converse, the editor, a bitter Secessionist, was compelled to leave Philadelphia after the attack on Fort Sumter, and publication was suspended.

The Baptist Record was started in 1838, or, perhaps, shortly prior to that date, by J. M. Allen, at No. 21 South Fourth Street. Subsequently the publication-office was at No. 118 Mulberry Street, and the paper existed until 1857.

The Evening News, a two-cent daily afternoon paper, was commenced in 1838, or thereabouts, by M. H. Andrews, at No. 103 South Second Street. It lived but a few months.

The American Phrenological Journal was issued for the first time in 1838, or perhaps a year earlier, from No. 46 Carpenter Street, and went out of existence in 1841.

The Financial Register, published at No. 46 Carpenter Street, was started about 1838, and discontinued in 1839.

The Farmers' Cabinet, a periodical mainly devoted to agricultural topics, was commenced about 1838, at No. 45 North Sixth Street, and subsequently removed to No. 50 North Fourth Street. It was successfully published until 1850.

The Lady's Companion was published in 1838, by Orrin Rodgers, at No. 67 South Second Street, having been commenced in that year, or shortly before. It was not in existence in 1840.

The Medico-Chirurgical Review had its origin about 1838, the publisher being Orrin Rodgers, at No. 67 South Second Street. It soon died out.

The Banner of the Cross, a weekly journal, established Jan. 5, 1839, succeeded the *Protestant Episcopalian*, and was published in the interest of that denomination. The motto which originally accompanied the title-head was "*Pro Deo, pro ecclesia, pro Hominum Salute.*" This eventually gave place to the familiar phrase "*In hoc Signo.*" Among its editors were Rev. John Coleman, D.D., and Rev. H. Hooker, D.D. It was published for more than twenty years.

The United States Commercial and Statistical Register was established Feb. 13, 1839, by Samuel Hazard. The second issue was on July 3d, and thereafter it was published weekly until June 29, 1842.

The World, published by Russell Jarvis, editor and proprietor, at No. 83 Dock Street, opposite the Exchange, north side, was a small folio daily newspaper, and made its appearance in the early part of March, 1839. Jarvis had been connected with the *Ledger* previous to his venture with the *World*. It was quite a strong Whig paper, but its life was not long.

Little Genius, "published daily, by the proprietor," at No. 103 South Second Street, "second door above Walnut," was first issued in the middle of May, 1839. Under the title-head was this motto, a familiar quotation from Burns: "A chiel's amang ye takin' notes, an' faith he'll prent 'em!" During its short career it was a small folio, gossippy and flippant.

Peterson's Ladies' National Magazine, a monthly periodical devoted to fashions and to kindred subjects of interest to ladies, was established in 1840, since which year it has been continuously published. Charles J. Peterson was its originator and is its present publisher. It has always been well illustrated, particularly in the line of colored fashion-plates, and from the outset met with unexampled success. The publication-office is, and has been from the beginning, at No. 306 Chestnut Street.

The Daily Chronicle, a penny paper, the second of that name, was established in 1840, at the corner of Chestnut Street and Franklin Place, by Alexander & Scott. It was in existence in 1847.

The Daily Standard, an ephemeral sheet, was first issued in 1840, from No. 83 Dock Street, by F. J. Grund, and was in existence but a few months.

The Botanic Medical Reformer and Home Physician, the publishers of which were H. Hollembaek & Co. and the editor Dr. Thomas Cooke, was commenced May 7, 1840, and continued a couple of years in monthly issues.

The Pennsylvania German, a weekly paper published at No. 83 Dock Street, came into existence in 1840, but publication was suspended within a year.

The Philadelphia Repository had its origin in 1840, at No. 67 South Second Street, and removed to Spruce Street, above Second. It enjoyed a successful career of twelve years, finally suspending in 1852.

The Literalist, published at No. 67 South Second Street, made its appearance in 1840, and was discontinued in 1842.

The United States, established May 1, 1841, by Swain, Abell & Simmons, the publishers of the *Public*

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Ledger, was a continuation of the *Weekly Ledger*, which had been first printed in the autumn of 1837. In September, 1842, the paper was sold to George R. Graham, who united it with the *Saturday Evening Post*, which he then published.

The Temperance Advocate, first issued in 1841, from No. 65 Third Street, near Dock, by Samuel C. Atkinson, one of the founders of the *Saturday Evening Post*, lived four or five years.

The Dramatic Mirror and Literary Companion, "devoted to the stage and the fine arts," published by Turner & Fisher, and edited by James Rees, made its appearance Aug. 14, 1841, at No. 15 North Sixth Street.

The Young People's Book, a juvenile magazine, was started in 1841, and was continued for a couple of years, the publication-office being at No. 101 Chestnut Street.

The Peoples' Library, a literary periodical which originated in 1841, was in existence until 1843, and was issued from No. 101 Chestnut Street, by Godey & McMichael.

The Evening Journal, a daily afternoon newspaper, was started in 1842 at No. 48 South Third Street, and failed in a few months.

The Evening Mercury, which was first issued in 1842, at No. 85 Dock Street, was continued for a couple of years, but it did not achieve any very flattering success.

The Forum, a daily paper, the publication-office of which was at first at No. 82 Chestnut Street, and subsequently in Dock Street, north side, next door from the corner of Third, was started in 1842, by Bela Badger, as a Whig organ, and was edited by James S. Wallace. It existed only two years.

The Saturday Museum, a weekly paper, the publication-office of which was at No. 101 Chestnut Street, was started in 1842, or shortly prior thereto, and was continued until 1844.

The Protestant Banner, published on the first and third Thursdays of each month, was started in 1842, and suspended two years later. The publication-office was at No. 8 South Third Street.

Vancourt's Counterfeit Detector was successfully published for many years, beginning with 1842, and issued from No. 93 (new number 243) Arch Street.

The Youth's World, published by the American Sunday-School Union, was established in January, 1843, as the *Youth's Penny Gazette*, an illustrated folio of four pages, for youth and Sunday-school children, issued every other week. The price at first was one cent, which in about a year afterward was reduced to half a cent per copy. It was originally edited by Frederick A. Packard. In 1859 its title was changed to *The Sunday-School Gazette*, issued monthly, while a similar paper called *The Sunday-School Banner* was issued each week, the two papers being edited by John S. Hart. Two years later, in 1861, the *Gazette* and *Banner* were merged in the *Child's World*, which was issued semi-monthly. Upon Mr. Packard's death, in 1867, Rev. Richard Newton became the editor, serving until 1878. He was followed by the present editor, Rev. Edwin W. Rice. In January, 1881, the title of the *Child's World* was changed to the *Youth's World*, and it became a monthly.

The Dollar Newspaper came into existence on the 25th of January, 1843. The publishers were A. H. Simmons & Co., the company being Messrs. Swain & Abell. In other words, *The Dollar Newspaper* was issued from the *Ledger* office, and owned by the *Ledger* management. It proved quite successful and profitable until the increased price of paper rendered the publication at a dollar annually impossible as a paying business. In its columns Edgar A. Poe's famous prose tale, the "Gold-Bug," was originally published in competition for a premium of one hundred dollars offered by the publishers of the *Dollar Newspaper*, and was awarded the premium by a committee of three gentlemen, consisting of Judge Conrad, Dr. H. G. Patterson, and Washington L. Lane. The story was published on the 21st and 28th of June, 1843, and from the first moment of its issue attracted much attention, especially among literary people of acknowledged culture. It is *sui generis*. It is without plot, and has not a female character named in it, and yet, wholly narrative as it is, it is one of the most thrilling productions of its length ever given to the public. Joseph Sailer, the financial editor of the *Ledger* was editor of the *Dollar Newspaper*, and, as an indulgence of his early typographic taste, "made up" the form of the *Newspaper* every week.

After Mr. Childs purchased the *Ledger* establishment, he changed the name of the *Dollar Newspaper* to *The Home Weekly and Household Newspaper*, increased the price to two dollars per annum, expended large sums of money in literary prizes, and endeavored to build up an extensive circulation. Finding, however, that the paper to some extent clashed with the *Ledger's* interests, he sold it, in December, 1867, to Joseph A. Nunes. Its subsequent career was very brief.

The Occident and American Jewish Advocate, a monthly periodical devoted to the diffusion of knowledge on Jewish literature and religion, made its appearance in April, 1843, under the editorial supervision of Isaac Leeser, at No. 118 South Fourth Street, and continued three or four years.

Campbell's Foreign Semi-Monthly, a bi-weekly magazine, first appeared on Sept. 1, 1843, and ended on the completion of its third volume. It was owned as well as edited by John Sartain, who engraved a steel-plate for the embellishment of every number. In it appeared for the first time in America "The Bridge of Sighs," "The Song of the Shirt," "The Drop of Gin," "The Pauper's Funeral," Hood's "Haunted House," and many other now famous poems; also Agassiz's "Period in the History of our Planet," which was printed Oct. 16, 1843, when his name was

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unknown as yet on this side of the Atlantic. This periodical was merged into the *Eclectic*, published in New York, while it was the property and under the editorship of the Rev. Mr. Agnew.

The Legal Intelligencer, a weekly law periodical, was established on Dec. 2, 1843, and it is therefore the oldest law journal in the United States. It was founded by the late Henry E. Wallace, of the Philadelphia bar, who remained its editor until his death, Feb. 23, 1879, and with him was associated J. Hubley Ashton from 1860 to 1864. Dallas Sanders and Henry C. Titus became also associated as editors in 1871, and still remain in editorial charge.

Prior to the year 1843 there was no law journal in the United States. The only systematic reports were those of the courts of last resort, and, with the exception of an occasional and fugitive effort to collect and publish the decisions of the lower courts, the other tribunals throughout the country were unreported. The courts of Philadelphia County had always been of wide repute, and many eminent men had occupied its bench. *The Intelligencer* was established for the purpose of gathering and preserving their decisions.

In 1855 a new feature was added to the paper. The bar and the community had long suffered annoyance by the want of system in the matter of legal notices. In those days, as now, the client expected his counsel to keep himself advised of any proceedings affecting his property interests, and by the distribution of these notices it frequently happened that judgments and other liens were lost, claims against decedents and assignors overlooked, and the client injured in many other ways now guarded against. These evils were corrected by the act of April 5, 1855, which directed the courts to select a journal in which legal notices should be concentrated. *The Legal Intelligencer* was selected for this purpose, and has discharged the duty ever since.

The Medical News was commenced in 1843 as a monthly adjunct to the *American Journal of the Medical Sciences*, under the editorial management of Dr. Isaac Hays, and was so continued until 1869, when his son, Dr. I. Minis Hays, was associated with him. The latter assumed the sole editorship in 1879, and in his hands it has remained ever since. In 1880 the size of the *News* was increased by the absorption of the *Monthly Abstract*, and the title became *The Medical News and Abstract*. In 1882, the material for publication having largely increased, and a demand arising for a more frequent communication with its readers, it was changed to a weekly publication, under the old title of *The Medical News*, since which its circulation has increased rapidly. Its readers and contributors are found in every State and Territory, and its unrivaled organization enables it each week to lay upon the tables of its readers an accurate epitome of a week's advance of the whole medical world. It is published by Henry C. Lea's Son & Co., Nos. 706 and 708 Sansom Street.

The Daily Sun, a Native American penny paper, was first issued in 1843, and continued until 1857, being published first by Barrett & Jones, and subsequently by Wallace & Fletcher. Lewis C. Levin was editor for a number of years, as was also James S. Wallace. The publication-office was for a considerable time at the northeast corner of Dock and Third Streets, and afterward at No. 64 South Third Street, above Walnut, where was also published the *Dollar Weekly Sun*.

The Sunday Sun was started in 1843 by John Lawlor, who came from New York for that purpose, and who subsequently was one of the founders of the *Sunday Dispatch*. Only two numbers were issued, and it was even a greater failure than its predecessor of the same name in 1836.

The Bulletin of Medical Science, issued monthly, made its appearance in 1843, and suspended in 1846. It was edited by John Bell, and published by Barrington & Haswell.

The Pennsylvania Freeman, an organ of the Free-Soil party, was irregularly issued for five years prior to 1844, from No. 72 North Seventh Street and No. 7 Carter's Alley. On Jan. 18, 1844, its regular publication as a bi-weekly was begun at No. 31 North Fifth Street, under the auspices of the Eastern Pennsylvania Anti-Slavery Society and the editorial direction of J. M. McKim and C. C. Burleigh. For many years it was conducted with great vigor, and was of essential service in building up the Republican party.

Friends' Intelligencer was started March 30, 1844, by Josiah Chapman, a member of the Society of Friends, a printer, and interested in a country newspaper, who conceived the idea of using the type and news items in the publication of a Friends' paper. Its title was *Friends' Weekly Intelligencer*, but the word "weekly" was afterwards dropped, though its weekly issue was not changed. A number of persons volunteered literary assistance, and the second volume was under the care of an "Association of Friends," who selected an editor and managed its business affairs. Abel North and afterwards John J. White were the principal editors, but at the close of the ninth volume the paper passed into the hands of an Association of Women Friends, and it is still continued under their editorship. About that time it was changed to a sixteen-page octavo. Its design is to furnish information of what is transpiring in the Society of Friends, to preserve and disseminate matter connected with its history, to publish original and selected essays on religious and literary subjects, and brief items of contemporary events. The present publisher and agent is John Comly, at Friends' Bookstore, No. 1020 Arch Street.

The Christian Instructor had its origin in September, 1844, when the Associate Reformed Synod of New York agreed to establish a monthly magazine for circulation specially among the families within

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its bounds. The first number was issued in September of that year, at Newburgh, N. Y., printed by Rev. David S. Proudfit, and edited by Dr. John Forsyth. Rev. John B. Dales, D.D., became owner and editor October, 1846, and issued it in Philadelphia, and changed it to a weekly paper July, 1859. It was removed to Chicago January, 1879, where it was owned and edited by Revs. A. G. McCoy and A. T. McDill. In April, 1882, Mr. McCoy's interest was purchased by Rev. D. W. Collins, D.D., and it was returned to Philadelphia, where it is now edited by Revs. D. W. Collins, D.D., W. N. Bond, D.D., and A. T. McDill, and is published by Collins & McDill, in the interests of the United Presbyterian Church of North America. It is a sixteen-page weekly, and is issued at two dollars per annum.

Stockton's Dental Intelligencer, a monthly journal, was commenced in November, 1844, and was in existence three or four years.

Neal's Saturday Gazette was established in 1841 by Joseph C. Neal, who had previously been connected with the *Saturday News* and the *Pennsylvanian*. Morton McMichael was associated with him in the new enterprise, whose publication office was first at No. 113 Chestnut street, and afterward at No. 46 South Third Street. Neal died July 18, 1847, and Mr. McMichael having previously withdrawn to the *North American*, Neal's widow continued the *Saturday Gazette* until 1854, when it died out.

The Native American, a daily paper, came into existence in 1844, during the Native American campaign, but continued only a few months. The publisher and editor was Samuel R. Kramer.

The American Advocate was published daily for several months, beginning some time in 1844, afterward became the *Native Eagle and Advocate*, and was in existence until 1849.

The Daily Keystone, published at No. 85 Dock Street, was started in 1844, and continued for three years, when it was merged into the *Spirit of the Times*. Thomas B. Florence was the editor.

The Native Eagle and Advocate was commenced in 1845 as a daily penny paper, and issued from No. 83 Dock Street. It was virtually a continuation of the *American Advocate*, which had its origin in the previous year, and was a Native American organ. William D. Baker, Peter Sken Smith, and Henry H. K. Elliott were interested in that publication.

The American Citizen, a weekly Native American journal, was started in 1845, at No. 46 North Fifth Street, but continued only a few months.

Smith's Weekly Volume, which lived a year and a half, was established in 1845 by John Jay Smith, at that time the librarian of the Library Company of Philadelphia, and for many years connected with various journals of this city.

The Dental Intelligencer and Record of Theoretical and Practical Dentistry, a bi-monthly periodical, was started in 1845, by S. W. Stockton & Co.

The Vereinigte Staaten Zeitung—*United States Gazette*—is a weekly edition of the *Philadelphia Demokrat*. It was begun as *The Weekly Demokrat* in 1845, but the title was subsequently changed to that which it now bears.

Comstock's Phonetic Magazine was issued for the first time in September, 1846, with a poetical prospectus, which closed as follows:

> "Friends of the Anglo-Saxon quill,
> Now start upon your feet;
> Direct (post-paid) A. Comstock, Phil.,
> 100 *Mulberry Street*."

Its term of life was about two years.

The Philadelphia Evening Bulletin was established on Monday, April 12, 1847, with the original title of *Cummings' Evening Telegraphic Bulletin*, its publisher being Alexander Cummings, then also the publisher of *Neal's Saturday Gazette*. A "specimen number" was published on April 10, 1847, and the first issue of the *Bulletin* was called "vol. i.—No. 1," but the next day's issue appeared as "vol. xxxi.—New Series, No. 2." This anomaly was owing to the fact that the latter issue was dated from the foundation of the *American Sentinel*, whose subscription-list had been purchased by Mr. Cummings. Up to 1847 there had been no successful first-class afternoon newspaper, and it was generally deemed impossible to make a paying investment out of such a venture. Mr. Cummings thought otherwise, however, and he immediately inaugurated a vigorous policy. Charles J. Peterson was engaged as "leader writer," and Col. John F. Carter was made assistant editor in charge of the news department. Dr. Alexander W. Blackburn, afterward fire-marshal of Philadelphia, was city editor. The enterprise prospered at the outset, and the paper, which originally was a six-column folio, was enlarged to seven columns, the sheet being twenty-four by thirty-six inches. Within the first year Mr. Cummings disposed of an interest in the *Bulletin* to James Peacock, formerly of Harrisburg, who had published the *Harrisburg Republican*, on which Simon Cameron, afterward United States Senator from Pennsylvania, had served an apprenticeship. Mr. Peacock subsequently resold his interest in the paper to Mr. Cummings. Mr. Peacock's son, Gibson Peacock, became connected with the editorial staff of the *Bulletin* soon after his father's purchase of an interest, and this relationship was still continued after James Peacock's withdrawal. Indeed, it was not long before the editorial department of the paper was mainly under Gibson Peacock's supervision, as it is at this time. He is a native of Harrisburg, a graduate of Dickinson College, and a vigorous and a versatile writer. Mr. Peterson withdrew from the *Bulletin* about 1854, to give fuller attention to his duties in connection with the conduct of his monthly magazine. Charles G. Leland ("Hans Breitman") became assistant editor of the *Bulletin* in 1855, remaining in that position for many years. Casper Souder, Jr.,

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who had been a reporter upon the *Bulletin*, was promoted to city editor upon the resignation of Dr. Blackburn. Rev. Benjamin J. Wallace, a distinguished clergyman of the Old School Presbyterian Church, contributed occasional leaders, and his son, Ernest C. Wallace, was also engaged as an assistant editor.

The word "telegraphic," considered so important at the outset, was dropped from the title at the beginning of the fourth volume, and in April, 1856, the name was changed to *Daily Evening Bulletin*, in contradistinction to that of a weekly edition which was issued for a time, but discontinued about 1861.

The weekly edition of the *Bulletin* underwent many mutations in form, style, and name. For a short time it was properly a weekly edition of eight pages, made up out of the daily. Then it became more literary in character, and was called the *Philadelphia Saturday Bulletin*. During its continuance under this title prize stories were published, a flaming head adopted, and, on the 15th of November, 1856, the *American Courier*, published by Andrew McMakin, was consolidated with it. A semi-weekly edition of the *Bulletin* was begun Oct. 30, 1850, and continued for several years, but was finally discontinued.

On April 20, 1870, the present title of the daily paper, *Philadelphia Evening Bulletin*, was adopted. The price of the paper continued at two cents until July 1, 1863, when the ruling "war prices" of white paper, labor, etc., compelled an increase to three cents.

On Wednesday, Nov. 20, 1850, the *Bulletin* created a sensation by appearing as a double sheet, of the present size,—"a feat not before attempted in Philadelphia." On the following Friday, another double sheet was issued, and these appeared frequently thereafter, generally on Saturdays, and were occasionally illustrated. In the early part of 1860, more than half the issues were in this form, and it was permanently adopted on the 21st of June of that year.

The *Bulletin* office continued at No. 46 (now No. 108) South Third Street until Feb. 28, 1853, when it was removed to the handsome brown stone edifice No. 48 (now No. 112) South Third Street, then just erected by the Girard estate. The increase in circulation now made it necessary to provide for the more rapid printing of the edition. Accordingly, the double-cylinder press which had been used from the beginning was replaced by one of Hoe's "last fast" four-cylinder rotary presses, which was first put in operation May 31, 1853.

On the 1st of January, 1859, Gibson Peacock purchased of Mr. Cummings one-third interest in the *Bulletin* for eleven thousand dollars cash, and the firm became Cummings & Peacock. This partnership continued until February, 1860, when Mr. Cummings removed to New York, and became the publisher of a new daily paper called *The World*. The proprietorship of the *Bulletin* was then put in the shape of a joint stock association of fifty shares, Mr. Cummings selling the greater part of his interest to others connected with the paper. The ownership was divided between Gibson Peacock, Alexander Cummings, James S. Chambers, Ferdinand L. Fetherston, Thomas J. Williamson, Casper Souder, Jr., and Ernest C. Wallace. The firm-name became Peacock, Chambers & Co., Mr. Cummings desiring that his name should not appear, as New York was thereafter to be his residence. Mr. Peacock was made editor, with the very liberal concession that he should have "the entire and uncontrolled management" of his department.

In 1862, disagreements occurred between the proprietors damaging to the interests of the paper, and leading to protracted and costly litigation. This was finally terminated in May, 1864, by a decision of the Supreme Court *in banc*, which left Mr. Peacock in entire charge of the editorial department, and Mr. Fetherston in that of the publishing department.

Mr. Fetherston entered the business department of the *Bulletin* in 1847, while in his minority, and rose from one position to another, until the whole management of the publication was intrusted to him. Correct and courteous in his dealings, he enjoys a high reputation among business men, and the financial success of the *Bulletin* is largely due to the energy and ability of his management.

The partnership of Peacock, Chambers & Co., expired by limitation on the 1st of February, 1865, and on that day the *Bulletin* was sold at public auction. Mr. Peacock, for himself and his associates, bought the whole establishment for eighty-nine thousand dollars. This sale was a novelty for journalists, and attracted much attention. A new "Bulletin Association" was formed by the purchasers, the property being divided into one hundred shares, distributed between Messrs. Peacock, Fetherston, Souder, Wallace, and Williamson. In the same year the Bulletin Association purchased the five-story building No. 607 Chestnut Street, occupying the site of the old Chestnut Street Theatre, which was demolished in 1855, and relinquishing their lease on the Girard estate building in Third Street to Jay Cooke & Co. As the new building was occupied by tenants whose leases had not expired, the *Bulletin* office was temporarily removed (Sept. 9, 1865) to No. 329 Chestnut Street.

Early on the morning of Jan. 2, 1866, the new building was almost entirely destroyed by fire, fortunately before the *Bulletin* had removed into it. As soon as the frost would permit, it was rebuilt, and on the 5th of May, 1866, the new Bulletin Building, handsomely and commodiously remodeled, was occupied for the first time. The arrangements throughout are admirable, and it is creditable to the proprietors that as they increased in prosperity they provided superior accommodations for all connected with their journal.

Francis Wells became connected with the *Bulletin* in the capacity of assistant editor in 1865. Mr. Wells began active life in the publishing houses of Godey &

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McMichael, and Lindsay & Blakiston, and was subsequently engaged in the paper warehouse of James M. Wilcox & Co. His taste leading him to literature, he became an occasional contributor to the *Bulletin*, and was one of the original editors of its "Chess Column" several years before he became permanently connected with the paper. He is a ready and vigorous writer, conscientious and painstaking in his profession. In 1866 he purchased half the interest of Ernest C. Wallace, whose health had declined, and who died after a long illness, June 3, 1867, at Yonkers, N. Y., in the thirty-fifth year of his age. Mr. Wallace was a native of Pittsburgh, and entered the office of the *Bulletin* at an early age. His love for his profession amounted to enthusiasm, and had he lived longer, he might have become one of its brightest ornaments. In the last letter of any length that he ever wrote to his associates, this devotion to his profession was expressed with almost passionate tenderness. He was then apparently better, and he wrote: "My main feeling is one of *gratitude*. I feel grateful to Providence for, as it may be, even only an apparent relief from the valley of the Shadow of Death, and for the *hope* of soon going to work in the dear old office."

Casper Souder, Jr., who had worked his way from the position of local reporter to that of assistant editor and part owner of the paper, became ill in the summer of 1868, and died on the 21st of October following, at the age of forty-nine.

Mr. Souder began his career as a journalist in December, 1850, as a local reporter on the *Sunday Dispatch*, and continued attached to that paper for fourteen years, becoming assistant editor, and contributing many valuable articles to its columns. His sketches of the public institutions of the city and his "History of Chestnut Street" displayed his power of making the dryest subjects interesting by means of clear, terse language, without the aid of garish literary ornament. Industrious and patient, he had no superior as a local reporter, and his sterling qualities and genial manners won him the esteem and affection of his associates.

The "Bulletin Association" expired by limitation Feb. 1, 1870, just prior to which the interest of the widow of Mr. Wallace was purchased by Mr. Wells, and that of Mr. Williamson by Mr. Fetherston. The widow of Mr. Souder retained her interest in the new partnership which was then formed, and by which the business was conducted under the title of Peacock, Fetherston & Co.

The partnership then formed expired by limitation Feb. 1, 1875, when the interest of Mrs. Souder was purchased by Mr. Wells, Charles Heber Clark, and William F. McCully, the business being continued under the same title as before. On Jan. 1, 1882, Mr. Clark's interest was purchased by Mr. McCully. Mr. Clark began his newspaper career as a writer for the *Evening Telegraph*. He was attached to the editorial staff of the *Bulletin* in January, 1867, and was one of its most industrious and able writers, especially upon topics of social and political economy. Mr. Clark's versatile literary abilities have produced a series of popular humorous works, under the well-known *nom de plume* of "Max Adeler." He is now the sole proprietor and chief editor of the *Textile Record*, one of the leading industrial journals of the country. Mr. McCully had been connected with the business, originally in its printing department, since the year 1860, and had been for some years the cashier of the establishment, a position which he still occupies. He is a man of thorough business capacity, and a valuable member of the firm. He is at present and has been for some years one of the fire commissioners of the city of Philadelphia.

While the *Bulletin* has steadily kept in view its original purpose of being a reliable *news* paper, equaling the morning journals in the extent and variety of its record of passing events, it has nevertheless given much attention to literary matters, and especially to current literature. It has always been closely identified with the local interests of Philadelphia, and is outspoken on all subjects bearing upon its prosperity, being noticeable for the pertinacity with which it clings to any object until its purpose is accomplished or hopelessly defeated. As an example of this may be cited its advocacy of a paid fire department, a project which it persistently urged for twenty years. For some time the *Bulletin* avoided political affiliations, but gave in its adhesion to the Republican party from its organization, and rarely fails to support its measures or candidates. It is steadily and consistently Republican in its principles, maintaining its views with outspoken boldness and sincerity. The editorial department remains under the control of Mr. Peacock, assisted by Mr. Wells and a full corps of sub-editors, to each of whom a special department is assigned. Mr. Fetherston continues in charge of the business department of the paper, assisted by Mr. McCully.

The *Bulletin* has kept at the front of the great advance that has been made in daily journalism since its beginning. It has its regular correspondents in London, Paris, and Rome, and supplements the telegraphic news of the Associated Press with a large service of special dispatches. Its local department is very comprehensive, its efficiency being greatly promoted by an extensive reference library and an admirably-contrived system of classified historical, biographical, and other matter. It has always paid much attention to literary and art criticism, including especially music and the drama, and enjoys a high reputation for the sound judgment and entire independence exhibited in these departments.

The Dental News-Letter was established in 1847 in the interest of dental surgery. As a quarterly it was continued for twelve years, when it was succeeded by a monthly journal, *The Dental Cosmos*, which is

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still published. The first number of the latter was issued in August, 1859, by Jones & White.

The Friends' Review was started in 1847 by a few Orthodox Friends who considered that the society needed a journal representing a somewhat different view of some matters from that set forth in the older paper, *The Friend*. At that time the visit of Joseph John Gurney, an eminent minister from England, had brought out a diversity of sentiment in the society greater than had existed since the separation, in 1827–28.

The purpose of the paper, however, was not controversial, but general, including, as its title indicates, the discussion of "religious, literary, and miscellaneous" topics. Its first editor and publisher was Enoch Lewis, a man of much ability and various information, as well as independence of character. He was one of the early and active Abolitionists of that day. After several years of service he was succeeded by Samuel Rhoads, also a decided as well as early opponent of slavery. The same was true of his successor, William J. Allinson, a personal friend of John G. Whittier, and a poet of considerable talent, as well as a prose writer of great facility and vivacity of style. About 1872 his health failed, and since that time the paper has been conducted by one or both of its present editors.

At the present time the *Friends' Review* represents the "centre" or moderate portion of the Society of Orthodox Friends. It neither adheres to the extreme conservatism which prevails more distinctly in Philadelphia than elsewhere, nor favors the existing tendency, most manifest in the West, toward innovations of various kinds upon the accepted views and practices of the society. Its animus may be expressed in the motto, "In essentials unity, in non-essentials liberty, and in all things charity." It present editors are Drs. James E. Rhoads and Henry Hartshorne.

The Medical and Surgical Reporter is at present the oldest weekly journal devoted to the interests of the regular medical profession in the United States, with the exception of one published in Boston. Its history dates back to 1847, when it was begun as the *New Jersey Medical and Surgical Reporter*, published by the New Jersey State Medical Society, at Burlington, in that State. Its earliest editors were Dr. Parrish and Dr. S. W. Butler. By these gentlemen it was continued as a quarterly until 1858. In that year Dr. S. W. Butler removed to Philadelphia, and, associating Dr. R. J. Levis in the management of the journal, it was transformed to a weekly, and published at No. 111 South Tenth Street. The success of the new venture was moderate and the prospects were fair, when the outbreak of the civil war led to the temporary discontinuance of the regular issues. Before the close of the war, however, the *Reporter* had recovered, and, Dr. Levis having retired, Dr. Butler continued it alone until 1868, when he associated in its management Dr. Daniel G. Brinton. The same year the *Half-Yearly Compendium of Medical Science* was started under their joint editorship. From this date there was a slow but steady growth in the circulation of the two journals, and each took a high position in the ranks of periodical medical literature. In 1873, Dr. Butler's health failed, and his decease occurred the following year. Both journals have since been continued with increasing popularity by Dr. Daniel G. Brinton, with whom there have been associated at various times as assistant editors Dr. George H. Napheys, Dr. C. C. Vanderbeck, Dr. John Sundberg, and Dr. J. F. Edwards. The publication-office is at No. 115 South Seventh Street.

The Item was founded in 1847 by Thomas Fitzgerald as a weekly, and out of it have grown the *Sunday Item* and the *Daily Evening Item*, although the three papers are distinct, and all are flourishing. *The Item* management own the building in which it is published, and employ two fine Bullock lightning printing-machines for their press-work. From its birth *The Item* has been one of the most progressive papers in Philadelphia. Among the forward movements it has advocated may be mentioned the following: consolidation of the city and districts, construction of the Pennsylvania Railroad, the new or decimal system of numbering the streets, the paid fire department, the new market-houses, abolishment of the unpleasant third tier and the bar-rooms in the theatres, the defense of the Union against rebellion, uniforming the police, the letter-carriers, and the car conductors, removal of the railings around the squares, and a departure from Quaker uniformity in building.

During his years of hard work on *The Item*, Mr. Fitzgerald has found time to write a number of plays, some of which have been performed with success. "Light at Last" ran a month at the Arch Street Theatre, and "Patrice" held the boards of the Chestnut Street Theatre for an equal length of time when it was under the management of Laura Keene. Mr. Fitzgerald is now assisted in his editorial and managerial labors by his five sons,—Riter, Harrington, Hildebrand, Gilbert, and Robert Leinster Fitzgerald, —all of whom are trained and practical journalists.

The American Quarterly Register and Magazine was first published in September, 1847, by James Stryker, at No. 520 Chestnut Street, and printed by William S. Young, Franklin Building, No. 50 North Sixth Street.

The Daily Register was established in 1847 by W. H. Sickels, mainly as a record of the arrivals at the leading hotels, for the information of jobbing houses. Originally it was a mere slip, but it was enlarged at various times until, on Sept. 5, 1851, it was increased to a twenty-four-column quarto. At this time it was published by Moran & Sickels, at the northeast corner of Third and Chestnut Streets. Subsequently it was under the direction of William Birney. Its prosperity was not permanent, and it was suspended within a few years thereafter.

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The Manayunk Courier was first issued Jan. 1, 1848, by Richard Beresford. It was printed in Manayunk, and the first office was at the corner of Green Lane and Main Street. It was then removed to Mulberry Street, in the house now No. 133. After an existence of ten weeks, it was issued for the last time March 18, 1848.

The Philadelphia Daily News was established about the 1st of January, 1848, or some time in 1847, at the northeast corner of Third and Chestnut Streets, and removed to No. 70 (now No. 136) South Third Street. As a Whig, and afterward Republican, paper it had wide influence and large circulation. The original proprietors were Paxson (now Justice Paxson of the Supreme Court of Pennsylvania), Sanderson, and Killinger. Subsequently it was published over twenty years by Joseph R. Flanigen as editor and proprietor. For the greater portion of this period a weekly edition, which bore the title of the *Dollar Weekly News*, was also issued.

The Saturday Gleaner, published at No. 98 Chestnut Street, entered the field of journalism in 1848, and died within a few months.

The Sunday Dispatch, the oldest existing Sunday paper, was founded in 1848 by John Lawlor, Robert Everett, and Elias J. Hincken. Lawlor had, in 1843, ventured upon Sunday journalism with the *Sunday Sun*, which lived only two or three weeks. The first number of the *Dispatch* was printed May 14, 1848, and was published at No. 33 (now No. 209) South Third Street, below Walnut. A small advertisement in a daily paper, together with a brief notice in the *Daily News* of the intention to issue such a paper, was all the heraldry which the new enterprise received. The first number, however, made a good appearance. It contained nearly twenty-four columns of reading matter and two small advertisements. The receipts from the sale of the paper on the first day of its appearance were twenty-eight cents. Scarcely any enterprise of the kind could commence with less prospect of success, and yet the first number proved to have been of sufficient merit to secure a larger circulation for the second number, with a demand that increased from week to week. There were many prejudices to overcome. The religious element of the community was shocked at the idea that a paper printed on Saturday night should be read on Sunday. The immorality of such a journal was dwelt upon, and was even made the subject of denunciation from the pulpit. The *Dispatch* received no welcomes from the fraternity. The daily press as a rule did not even consider it necessary to note the advent of the stranger, and even in the city Directory, which professed to give a list of the newspapers of the city, the *Dispatch* was not mentioned until three years after its establishment. For twenty-one years the proprietorship of the *Dispatch* remained unchanged, and the paper continued to grow in financial standing and in influence. On the 18th of April, 1869, John Lawlor died, thus severing the association so long unbroken. The remaining partners continued to publish the journal until 1882, when, as announced in the issue of December 31st, Mr. Everett withdrew, the sole proprietorship being thereafter vested in Mr. Hincken, who publishes the *Dispatch* at the present time at the northeast corner of Seventh and Walnut Streets. From its commencement Thompson Westcott has been its editor.

The Freie Presse, a German morning paper, Republican in politics, was established in 1848, at No. 174 North Fourth Street. It is now published by the Freie Presse Publishing Company, at No. 317 Callowhill Street. The *Sonntags Blatt*, which is practically a Sunday edition of the *Freie Presse*, is issued by the same company.

The Biblical Repertory and Princeton Review, a religious publication, issued quarterly, in the interest of the Presbyterian denomination, came into existence in 1848, and was successfully published for many years at No. 25 Sansom Street. In 1853 it was removed to No. 265 (new number, 821) Chestnut Street.

The Presbyterian Treasury of Education, Religion, and General Intelligence had its inception in 1848, at No. 25 Sansom Street. It was discontinued until 1851.

The Lady's Dollar Newspaper, a semi-monthly publication, started in 1848, was issued until 1851, at No. 113 Chestnut Street.

The Christian Chronicle came into existence, in 1848, as a weekly religious journal, and existed over a decade. For a time it was published at No. 83 Dock Street; then at No. 118 Arch Street; afterward at No. 100 Chestnut Street; subsequently at No. 40 North Sixth Street; and finally at No. 28 North Sixth Street. Rev. W. B. Jacobs was the editor for some years, being succeeded by Rev. James S. Dickerson in 1860.

Sartain's Magazine, published by John Sartain, was first issued in January, 1849, and it ended in 1852. It was begun by the purchase of the subscription-list of a New York periodical, entitled the *Union Magazine of Literature and Art*, of which Mrs. C. M. Kirkland was editor, and before the close of its fourth year it was merged again into a New York monthly, called the *National Magazine, devoted to Literature, Art, and Religion*.

Mrs. Kirkland and Professor John S. Hart were associated as joint editors of the new enterprise, and so continued for two years and a half, when they were succeeded by Dr. Reynell Coates, who conducted it for about four months, when Mr. Sartain himself became sole editor, and continued so to the end.

Many choice pieces of literature that afterward became as familiar as household words made their first appearance in this magazine. Poe's poem on the "Bells" was one of the more noted of his contributions, and Longfellow's translation from the Provençal

of Jasmin of "The Blind Girl of Castèl-Cuillè" was made for this, as well as many others of his enduring writings. Thomas Buchanan Read and George H. Boker were constant contributors, as well as Frederika Bremer, through her interpreter, Mary Howitt. Poe wrote his essay on the "Poetic Principle" for *Sartain's Magazine*, and it appeared in the October number of 1850. It is a curious and interesting study to observe the gradual development of a noble production, whether in literature or any of the other sister arts, from the first sketch to its after elaboration. For example, here is the form in which Edgar A. Poe first submitted his poem of "The Bells," in eighteen lines:

"The bells!—hear the bells!
The merry wedding-bells!
The little silver bells!
How fairy-like a melody there swells
From the silver tinkling cells
Of the bells, bells, bells!
Of the bells!

"The bells!—ah, the bells!
The heavy iron bells!
Hear the tolling of the bells!
Hear the knells!
How horrible a monody there floats
From their throats—
From their deep-tone throats!
How I shudder at the notes
From the melancholy throats
Of the bells, bells, bells,—
Of the bells!"

Before the poem had got into print as originally written, Poe had so expanded his subject that it grew to the ample dimensions of one hundred and thirteen lines, in which complete form it appeared in the number for November, 1849. The whole of Harriet Martineau's "Year at Ambleside" appeared first in *Sartain's Magazine*, for which it was written.

The Reformed Quarterly Review, an octavo periodical of one hundred and thirty-two pages, was founded in 1849, and is published by the Reformed Church Publication Board, at No. 907 Arch Street.

The Presbyterian Monthly Record, thirty-two pages, octavo, was first published in 1849, under the title of *The Home and Foreign Record*, and was the organ of what was then known as the old school branch of the church. After the reunion of the church, in the year 1870, it was consolidated with the *Presbyterian Monthly*, the organ of the new school branch, and the name changed to that which it now bears. It is published by the Presbyterian Board of Publication, No. 1334 Chestnut Street, and is the property and the organ of the Boards of the Presbyterian Church of the United States, and is the only publication from which a complete view of the benevolent operations of that church can be obtained.

Scott's Weekly Paper was established in 1849, by Andrew Scott, who had been associated with Charles Alexander in the publishing business, and was continued until Scott's death, in 1855. The office was at No. 115, afterward No. 111, Chestnut Street, between Franklin Place and Fourth Street.

The Sunday Globe was started in 1849, as the *Sunday Paper*, but in a month or two the title was changed to the former. Robert F. Christy & Co. were the publishers, and Dr. Thomas Dunn English the editor, who was succeeded by J. M. Willis Geist, now editor of the *Lancaster New Era*. The *Sunday Globe* was discontinued in 1852, after having been issued from No. 72 Chestnut Street, and subsequently from No. 1 Lodge Street.

The American Law Journal was established in 1849, or about that time, at No. 17 Mercantile Library building. It suspended publication in 1852, being succeeded by the *American Law Register*, which is still in existence.

Nordamerikanischer Monatsbericht fur Natur- und Heilkunde, "redigirt von W. Keller und H. Tiedeman (in Philadelphia) und Herzka (in New York)," a monthly medical journal, was commenced in January, 1850, as an octavo periodical, published by F. W. Christern.

The European News, published weekly at No. 72 Dock Street, was started in 1850, and discontinued in 1851.

The Drawing-Room Journal was commenced in 1850, by Stephen McHenry, who had been for years chief clerk of Louis A. Godey. The editor was Manuel M. Cooke. It was published at the northeast corner of Second and Dock Streets, and at No. 32 South Third Street, and expired in 1852.

Arthur's Home Gazette, a weekly journal, started in 1850 by T. S. Arthur, was published at first in Franklin Place, and subsequently at No. 107 Walnut Street, and discontinued in 1855.

The German Illustrated Newspaper, a weekly periodical, published at No. 282 Arch Street, was established in 1850, and continued until 1853.

The Guardian, "a monthly magazine for young men and women, Sunday-schools, and families," came into existence in January, 1850, and is published by the Reformed Church Publication Board, at No. 907 Arch Street, under the editorship of Rev. J. H. Dubbs, D.D.

Dye's Government Counterfeit Detector is published monthly at No. 1338 Chestnut Street, and has been in existence since 1850. During its career it has supplied much valuable data for the detection of spurious bank-notes.

The American Vegetarian and Health Journal, published by the American Vegetarian Society, and edited by W. A. Alcott, T. L. Nicholls, and Rev. William Metcalfe, was first issued in November, 1850, and continued monthly for several years.

The American Mechanics' Advocate, a weekly journal, was published for a couple of years, beginning in 1850, at the southwest corner of Seventh and Market Streets.

The Saturday Emporium was first issued in 1850, or thereabouts, from No. 1 Franklin Place, and suspended in 1851.

The Sunday Ledger was established in 1850, or

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possibly in 1848, by George W. Ward, who kept a gentleman's furnishing goods store on the north side of Chestnut Street, above Seventh. The paper was published until 1855 at No. 84 South Third Street.

The Banner of the Union had its inception about 1850, at No. 75 Dock Street, and went out of existence in 1843.

The Sunday Mercury was first presented to the public Feb. 23, 1851, as an "independent, not neutral," newspaper, by Samuel C. Upham, H. H. Norcross, and Robert D'Unger. It was a folio sheet, size twenty-three by thirty-three, price two cents, and published at No. 57 South Third Street. Mr. Upham became sole owner May 11, 1851, when he raised the price to three cents, and changed the title to *Upham's Philadelphia Sunday Mercury*. On the succeeding 12th of October he sold out to J. M. W. Geist and James G. Gibson, Jr. Mr. Geist withdrew in two months, and Sept. 5, 1852, Mr. Upham and George W. Jones became the proprietors. Mr. Gibson had enlarged the paper to twenty-eight by forty-two inches, and removed the office to Third and Harmony Streets, from whence Upham & Jones transferred it to Third and Dock Streets, and adopted the present title of the paper. In September, 1856, James P. Magill bought the Upham interest, and the firm of Jones & Magill was formed, who, on Sept. 6, 1857, made the paper Democratic, and enlarged it to thirty by forty-six inches. In 1860, Mr. Magill withdrew, and John H. Taggart entered into partnership with Mr. Jones, and the office was again removed to Third and Harmony Streets. Differences of opinion during the Rebellion caused trouble in the management, and the paper was neglected, and thus suffered in circulation and advertising. In 1862 another change in its proprietorship was made, William Meeser, George W. L. Johnson, and Frederick W. Grayson becoming the owners. They removed the office to 152 South Third Street, and raised the price of the paper to five cents. In 1865, Mr. Johnson retired. Many specialties were introduced, and the *Sunday Mercury* became one of the best newspaper properties in the city.

In 1876 the publication-office was removed to the northeast corner of Seventh and Jayne Streets, and a four-cylinder rotary press procured to supply the demand. Prosperity was too much for the management, carelessness took the place of enterprise, and decay of influence and support followed. The *Mercury* became the property of Edward Morwitz, who was the principal creditor. The firm-name of William Meeser & Co. was dropped from the head of the paper July 18, 1880, and on August 8th it was announced as being published by the Mercury Publishing Company. It was always understood, however, to belong to Dr. Morwitz, who was also proprietor of the *German Demokrat* and other German papers. He could not give it the attention required, and on March 26, 1881, he accepted a proposition from Dennis F. Dealy, and sold the *Sunday Mercury* to that gentleman, who is its present proprietor. On the day Mr. Dealy purchased the *Mercury* he sold the *Sunday Press* to the proprietor of the daily *Press*, and with the second number of his new purchase he introduced the specialties which had made the *Sunday Press* so popular, and altered the size to thirty-six by forty-eight inches, making it a quarto, eight-page sheet. It has been restored to its old-time prosperity, and is recognized as one of the foremost of Sunday newspapers. On Nov. 1, 1882, the publishing-office was removed to its present quarters, No. 719 Chestnut Street.

The Tribune was issued about 1851 under the direction of Morgan J. Thomas, a well-known resident of Uwchlan township, Chester Co., in this State, where he conducted an academy, beside cultivating a large farm and managing a varied mercantile business. He moved to this city, and began the publication of the *Tribune*, and after the failure of the paper became a real estate agent. He was also engaged in the carpet business on Market Street, below Twelfth, in one of the Girard stores. Mr. Thomas was a man of education and some ability, but rather visionary, as he thought he was about to establish a journal which would eclipse the *New York Tribune*. The result of his venture proved that he was mistaken, as the *Tribune* was discontinued for want of patronage after but a few numbers had been issued. Mr. Thomas represented Chester County in the State Legislature with credit, and was also a member of the Constitutional Convention which met in this city in 1838.

The Pennsylvania Statesman, a daily penny newspaper, was issued in 1851, from No. 42 South Third Street. A few months covered the entire period of its existence.

Church's Bizarre, "for fireside and wayside," conducted by Joseph M. Church, and published by Church & Co., at No. 140 Chestnut Street, made its appearance on April 17, 1852, as a thirty-two-page octavo, illustrated, and issued on alternate Saturdays. Its motto, quoting Farquahr, was "Bizarre, Bizarre, what say you, madcap?" Within a year the publication-office was removed to No. 4 Hart's building, Sixth Street, above Chestnut, and not long afterward to No. 73 South Fourth Street. The title afterward became *Bizarre: an Original Literary Gazette*. It was also changed from a fornightly to a weekly journal. It was only published for three or four years, Mr. Church having superseded it with *The Fireside Visitor* in March, 1856.

The Philadelphia Journal of Homœopathy, edited by William A. Gardiner, and published by Rademacher & Sheek, was commenced in April, 1852, and issued for the last time in March, 1856.

Arthur's Home Magazine, a monthly literary and family magazine, was commenced in 1852. The proprietors were Louis A. Godey and T. S. Arthur, and the name of the publishing firm T. S. Arthur & Co.

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The editorial conduct and business management were in the hands of Mr. Arthur, and the magazine soon became widely known as exceptionally pure in character. In 1867, Mr. Arthur bought out Mr. Godey's interest, and associated with himself in the business his second son, William Arthur, under the firm-title T. S. Arthur & Son.

Since that time the *Home Magazine* has held a prominent place among periodicals of its class. Established over thirty-two years ago by T. S. Arthur, who still remains its editor, it has during that period been a welcome visitor in thousands of American homes.

The true place of this magazine in the periodical literature of to-day will best be understood by the editor's own statement of his position, which is taken from a late number. He says, "The mission of the *Home Magazine* is to teach the gospel of useful service in all the common duties and social relations of men and women, and to draw closer the bonds of a common brotherhood. And this mission it seeks to accomplish, not by dull didactics and sermonizing, but through a constant leading of the thoughts and feelings of its readers into harmony with things pure and true and noble in nature and humanity.

With the fashionable follies of the day, whether in social life or current literature, it has no sympathy. It believes in the true, the pure, and the good, and in the useful, taking that word in no limited, material, or 'Gradgrind' sense. It will seek to lead through beauty to use as well as through labor and common service, and it will seek to find in any and everything that is innocent in itself, whether in work, recreation, or amusement, a ministry of good to men." The first publication-office was at No. 107 (new number, 327) Walnut Street, from whence it was removed to No. 920 Walnut Street.

The American Law Register, now the oldest law journal in the United States, was started in 1852 by D. B. Canfield, to fill the place of the *American Law Journal*, which, after four years of struggle, had been forced to succumb in its turn, as its immediate predecessor, the *Pennsylvania Law Journal*, had done before it. The new *Register* started under the editorial care of Asa I. Fish and Henry Wharton. For nine years it continued to be conducted by the same editors, and to furnish the profession monthly with selected articles from the foreign law journals, reviews of English and American law books, and cases of exceptional interest. It remained, however, substantially a Pennsylvania magazine till 1861, when an entire change was made in its organization, and it assumed a national character. In that year a new series was begun under the editorial management of James T. Mitchell, now one of the judges of the Court of Common Pleas, No. 2, of Philadelphia, with a staff of experienced and distinguished law writers to aid him. A new line of original work was struck out boldly, and the whole scope of the journal widened, so as to make it the organ of the whole legal profession of the country. Each monthly number from that time onward has contained an original essay upon some legal topic of present interest and practical value, a selection of important cases not previously published from the courts of last resort in the various States or in England, and a carefully prepared digest of syllabi from recent and unpublished reports.

The special feature, however, of the *Law Register*, as compared with other contemporary legal journals, has been the careful selection of cases involving new or important points of law, and their annotation in the manner originated and so ably carried out in Smith's "Leading Cases." Thus it has presented to the profession constantly a fresh grouping of important decisions upon all the current doctrines of the law, and has become, in fact, a series of volumes of leading cases, selected and annotated by some of the first law writers of the country. Of these may be specially mentioned the late Chief Justice Redfield; Professor Theodore W. Dwight, of the Columbia College Law School; John F. Dillon, author of the works on corporations; John A. Jameson, author of the "Constitutional Convention;" and Thomas M. Cooley, author of "Constitutional Limitations," etc.

The high character of the contributions by these eminent writers and others, both in the original essays and in the annotations to important cases, has given the *Law Register* an authority second to no legal journal in the world. It circulates widely in every State in the Union, in the British provinces, and to some extent in England and in Germany. It has continued for twenty-three years under the same efficient editorial head, James T. Mitchell, assisted for the last two years by Frank P. Prichard.

The Presbyterian Banner, a religious weekly, was published from 1852 until 1855 at No. 55½ South Fourth Street.

The Philadelphia Herald, a weekly, was first issued in 1852, and continued until 1855, at No. 63 Dock Street.

Cohen's Advertiser was issued in 1852, from No. 7 Hart's building, and passed out of existence in the following year.

The New Monthly Home Visitor was published at No. 57 South Third Street for a couple of years, beginning in 1852.

The Southern and Western Journal, published at No. 57 South Third Street, was started in 1852 and discontinued in 1854.

The Presbyterian Magazine was begun about 1852, and was in existence a number of years, first at No. 265 Chestnut Street, then at No. 27 South Tenth Street, and afterward at No. 111 South Tenth Street.

The Evening National Argus, a Democratic paper published by Severns & McGill, had offices successively at No. 45 South Third Street, northeast corner of Third and Chestnut Streets, and No. 130 South

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Third Street. Its weekly edition was known as the *National Argus*, and both were suspended in 1861.

The Masonic Mirror was established in 1852, or shortly before, and published weekly for many years. In succession its publication-offices were at No. 163 Dock Street, No. 106 Chestnut Street, No. 21 South Fifth Street, and No. 146 South Fourth Street.

The Philadelphia Christian Advocate, published at No. 5 Hart's building, was started in 1852, and was continued until some time in 1854.

The Home, School, and Church, published by what was then the old school branch of the Presbyterian Church, existed from 1852 until 1859, at No. 265 (new number, 821) Chestnut Street.

The Presbyterian Quarterly Review began, in 1852, a successful and lengthy career. It was published at No. 248, and subsequently at No. 386 (new number, 1334) Chestnut Street, by the Presbyterian Board of Publication.

The Mothers' Journal, published by Mrs. M. G. Clark, had its origin about 1852, and was issued from No. 118 Arch Street.

The Philadelphia Medical and Surgical Journal, issued semi-monthly, was begun in 1852, edited by James Bryan, and published by L. W. Holland, and lived several years.

The American Journal of Medicine and Record of Innocent Medication, edited by Henry F. Johnson, assisted by all the members of the faculty of the American College of Medicine, was a monthly publication commenced in January, 1853, and soon ended.

La Gazette Francais, or "Echo des deux mondes,"—a "journal literaire, scientifique, et politique, paraissant tous les samedis,"—was commenced at No. 68 South Third Street in July, 1853, under the editorial direction of Felix Drouin and general management of A. Balbo.

The Weekly Register, published at the northeast corner of Third and Chestnut Streets, had a brief career, beginning in 1853.

The Sunday Delta was published for a short time in 1853 by David S. Palmer, at the northeast corner of Third and Chestnut Streets.

The Sunday Press, started in 1853, by James Mortimer, at the northeast corner of Third and Chestnut Streets, was discontinued within a year.

The Weekly Commercial, published at No. 102 Chestnut Street for some time, and at No. 53 South Third Street subsequently, was in existence from 1853 to 1856.

The Phrenological Journal, and also the *Water-Cure Journal*, commenced in 1853, had publication-offices for a time at No. 231 Arch Street, and later at No. 922 Chestnut Street, where they were issued for some years.

The Little Pilgrim was founded in 1853, at No. 66 (new number, 132) South Third Street, and discontinued at the outbreak of the civil war, when its office was at No. 319 Walnut Street.

The Monthly Insurance Journal, office No. 70 Walnut Street, was established in 1853, and discontinued in the succeeding year.

The Eclectic Medical Journal of Philadelphia, edited by William Paine, appeared in 1858 as a monthly, having previously been published at Millville, Pa., as *The Middle States Medical Reformer and Journal of Health*, which had been in existence since 1854. It continued until 1871, meanwhile undergoing various changes in title, form, etc.

The Homœopathic News was in existence from September, 1854, to January, 1856, published by Boericke & Tafel, and edited by Dr. C. Hering and Dr. A. Lippe.

The Frankford Herald, established at Frankford in 1854, is published every Saturday. It is mainly devoted to the collection and dissemination of local information.

The Philadelphia Business Journal, afterwards *Fuller's Literary and Business Journal*, was established in 1854, by Zelotes Fuller, at the corner of Ridge Avenue and Buttonwood Street, and subsequently removed to No. 106 Chestnut Street. In 1856 it became the *United States Journal and Traveller*, and in 1857 the *United States Business Journal*. This was eventually changed to the *United States Journal*, published over ten years by Fuller & Co., at No. 310 Chestnut Street.

The United States Magazine, started in 1854, was continued until 1856 at No. 12 Prune Street.

The American Banner and National Defender was published for several months, beginning some time in the year 1855.

The Woman's Advocate, founded in 1855, was published for a number of years at the northeast corner of Third and Chestnut Streets, and afterward at No. 311 Walnut Street. This, the first woman's paper, was printed by women and edited by Miss Anne E. McDowell.

The New Church Herald, published in the interest of the Swedenborgian (New Church) denomination, and commenced in 1855, had an office at No. 135 Chestnut Street, and afterward at the northwest corner of Sixth and Arch Streets. It had a life of several years.

The Monthly Rainbow, a meteorological and astronomical journal, started in 1855, and suspended in the following year. It was published by Campbell & Co., at No. 83 Dock Street, "next to the post-office."

Life Illustrated was begun in 1855, and published first at No. 231 Arch Street, and subsequently at No. 922 Chestnut Street.

The Daily Morning Times, founded in 1855, by Sickels, Jones & Moran, at No. 54 South Third Street, was subsequently published by J. Barclay Harding, at No. 45 South Third Street. It was discontinued after two or three years.

The Philadelphia Wochenblatt, a German weekly

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paper, published by William Rosenthall, was commenced in 1855 or thereabouts, and published for several years at No. 127 (new number, 325) Callowhill Street.

Ned Buntline's Own, a story paper, was published for a few months in 1855 by E. Z. C. Judson.

The Philadelphia Merchant, a weekly commercial sheet, was published at No. 4 *Bulletin* buildings, in 1855, and for two years subsequently.

The Saturday Mail, issued from No. 2 *Bulletin* buildings, existed from 1855 to 1857.

The Practical Farmer was founded in 1855, as a monthly agricultural journal, by Paschall Morris. It was published by Mr. Morris for a number of years, and afterward by him in partnership with Judge Knight, of Indiana. Later the publishers were Paschall Morris & Son. In 1874 it was sold to M. J. Lawrence, who issued it as a weekly. In 1881 it was purchased by the Farmer Company, by whom it is at present published at No. 1420 Chestnut Street.

The Moravian, "a weekly journal of the American Moravian Church," was first issued Jan. 1, 1856, from the Moravian publication-office, No. 241 Arch Street. The original editors were Revs. Edmund De Schweinitz, L. F. Kampman, and F. F. Hager. The last two withdrew in June, 1858, and Dr. De Schweinitz on Dec. 31, 1858. The next issue of *The Moravian*, bearing date Jan. 6, 1859, was from Bethlehem, Pa., where the office of publication had been removed. Rev. Edwin T. Senseman then assumed editorial charge, and on July 4, 1861, he was succeeded by Dr. De Schweinitz.

The Fireside Visitor was established in March, 1856, by A. C. Bryson & Co., at No. 441 Chestnut Street. Joseph M. Church and his wife (under the *nom de plume* of "Ella Rodman") were the editors. After a few months, and when the paper looked as though it would be a paying enterprise, the publishers transferred the proprietorship to Mr. Church, who continued its publication a few months longer, when he turned over his subscription-list to Fitzgerald's *City Item*.

Mr. Church, after the suspension of his paper, entered upon the field of politics. He was a successful candidate for the State Legislature, in which he served one term just prior to his death. His politics were American.

The Philadelphia Evening Journal, established in May, 1856, was published until 1863 at No. 76 (new number, 144) South Third Street, when it came to an end. During part of its existence the publishers were Pine & Lewis.

The Railway World was established on Saturday, May 31, 1856, under the title of *The Pennsylvania Railroad and Mining Register*, by Thomas S. Fernon, who had previously been a member of the Senate of Pennsylvania and president of the North Pennsylvania Railroad Company. He continued as editor and proprietor until May 1, 1868, devoting the publication to discussions of railway and mining affairs. During that interval the title was changed (on Saturday, Nov. 29, 1856) by the substitution of the words "United States" for "Pennsylvania," and several alterations in the size and form of the publication were made. On May 1, 1868, the journal was purchased by the United States Railroad and Mining Register Company, and during the succeeding six months J. Luther Ringwalt was editor. Mr. Fernon then resumed the editorship temporarily, from which he retired in May, 1869, when J. Peter Lesley was appointed in his place. He continued to fill that position until the close of 1874, when the stock of the company was purchased by Col. S. S. Moon. On Jan. 1, 1875, he changed the title of the journal to *The Railway World*, and the new organization then formed elected Col. S. S. Moon president and J. B. Ecclesine, Jr., manager. J. Luther Ringwalt became the editor at that time, and has since continued to act in that capacity. The form of the paper was changed from a folio to a quarto of sixteen large pages. On Jan. 1, 1877, another change in form was made, consisting in a reduction of the size and increase of the number of the pages to twenty-four, which is the form now used. On Jan. 1, 1878, the name of the company was changed to the Railway World Publishing Company. In April, 1879, upon the death of Col. S. S. Moon, J. B. Ecclesine, Jr., was elected president and Thomas W. Fernon secretary and treasurer, and they have continued to fill the positions up to the present time. The offices of publication from the date of the first issue until recently were at No. 423 Walnut Street. They were removed to No. 19 South Fifth Street, Feb. 1, 1884.

The Sunday Transcript was founded in 1856, the initial number having been issued on October 19th, by Johnson, Greene & Co., at No. 48 [now 110] South Third Street. The original proprietors were John S. Jackson, George W. L. Johnson, and E. W. C. Greene. Mr. Jackson was the owner of the then *Daily Morning Times*, and was the principal capitalist of the new concern. Before the *Transcript* was three months old it had acquired a circulation of ten thousand copies, and its progress thenceforward was onward. In May, 1857, the entire ownership of the paper passed into the hands of Mr. Jackson. Mr. Greene was retained as editor. Mr. Jackson died in January, 1861, and in the April following the paper was purchased by E. W. C. Greene and Thomas Hawkesworth, and published under the firm-name of Greene & Co. At the outbreak of the Rebellion Mr. Hawkesworth entered the Union army, and served gallantly and with distinction until Dec. 14, 1862, when he was shot by a rebel sharpshooter at Fredericksburg, and died at Washington City Jan. 4, 1863. His widow retained his interest in the *Transcript* for about a year, when it was purchased by Mr. Greene, who remained sole owner until December, 1877. At this latter date the ownership of the paper was merged into a joint-stock publishing company, and has so continued (with some

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individual changes in membership) until the present time.

William M. Bunn, who was then chosen editor, assumed his duties the following April. With the new departure in publication came a new departure in politics. The *Transcript* has, since Mr. Bunn's advent, been Republican in politics, reserving to itself a free lance for criticism, sincere in the impression that a prompt and deep cut is often the most merciful surgery.

The Anti-Slavery Standard, the name of which denotes its object, was originally published in 1856, at No. 31 South Fifth Street, and transferred, in 1861, to No. 106 North Tenth Street, where it was issued until it was abandoned, at the close of the civil war.

The American Presbyterian, a weekly, was established in 1856, and continued for many years under the direction of the Presbyterian Board of Publication, originally at No. 106 Chestnut Street, and subsequently at No. 1334 Chestnut Street.

Die Republikanishche Flagge, a German weekly journal, was commenced in 1856, and existed over fifteen years. It was published at No. 172 (new number, 418) North Fourth Street, by F. W. Thomas, who was also the publisher of the *Freie Presse*.

The Ladies' Paper, published at No. 50 South Third Street, had an existence of a few months, beginning some time in 1856.

The Evangelical Repository, published by William S. Young, at No. 373 (new number, 1023) Race Street, was established about 1856.

Die Neue Welt—*The New World*—was established in 1856 by the proprietors of the *Philadelphia Demokrat*, the original office being at No. 277 North Third Street. It is a twelve-page, eighty-four-column Sunday journal, and is the largest of its class in the world. It is issued from the *Demokrat* office, at Nos. 612 and 614 Chestnut Street.

The Typographical Advertiser, a quarto publication, devoted to typography and kindred interests, was established in 1856, and did not go out of existence until 1882.

The Philadelphia Police Gazette and Sporting Chronicle was commenced in 1856 at No. 51 South Third Street, and ceased publication within a very short time.

The Nation, published by Crofut & Bigelow at No. 83 Dock Street, was a weekly, which originated in 1856, and died soon afterward.

The Catholic Visitor, published at No. 57 South Third Street, was commenced in 1856, and in 1857 consolidated with the *Catholic Herald*.

The Covenanter was established about 1856 by James S. Willson, at No. 8 West North Street, and subsequently was issued from No. 1015 Morgan Street.

The North American Medico-Chirurgical Review, a bi-monthly journal, founded in January, 1857, was merged in 1861 into *The American Journal of the Medical Sciences*. It was published by J. B. Lippincott & Co., under the editorial direction of Drs. Samuel D. Gross and T. G. Richardson, and was originally formed by the consolidation of *The Medical Examiner* and *The Louisville Review*.

The Philadelphia Lancet, T. D. English, editor, was begun in January, 1857, as a bi-monthly publication, and had a short career.

The Young Reaper, published by the American Baptist Publication Society at No. 1420 Chestnut Street, was first issued in January, 1857, from No. 530 Arch Street, and is the oldest of the periodicals of the society. It is an illustrated folio, edited by Rev. Dr. B. Griffith, and is so prepared that it can be taken as a monthly or a semi-monthly.

The National Merchant, a commercial journal, was begun in 1857 at No. 318 Chestnut Street, and went out of existence in 1860 at the southeast corner of Third and Dock Streets.

The Southern Monitor was first published in 1857 in Goldsmith's Hall, Library Street. The office was subsequently removed to the northeast corner of Dock and Walnut Streets, where the paper ended its career in 1860.

The Philadelphia Intelligencer, an insurance journal founded in 1857, is published by George C. Helmbold at No. 323 Walnut Street.

The Press was first issued on Saturday, Aug. 1, 1857, six months after the inauguration of President Buchanan, and when the conflict between the pro-slavery and anti-slavery forces was fast approaching the crisis of war. It was in this troubled period that John W. Forney founded *The Press*, and perhaps no man understood better than he did the public mind at the North. In the history of the paper it is said, "Mr. Buchanan had been elected President in the year previous (1856) on a clear understanding that he would not allow the slaveholders to make Kansas a slave State by violent means, and *The Press* was started to hold him to that pledge." The message of the President of Feb. 2, 1858, recommending the admission of Kansas under the Lecompton Constitution, caused that disruption of the Democratic party, which two years afterward resulted in its defeat and the election of Mr. Lincoln. It was here that *The Press* abandoned Mr. Buchanan, to whose administration the paper had been very friendly, "at least until some time in 1858, when it became evident that he intended to violate his pledge in regard to Kansas. Presto! what a change took place! First the office-holders began to stop *The Press*, and the postmasters sent me (it) back to the office in basketfuls. That was a red-hot fight! But the gap they made was soon filled, for by this time the Republicans began to realize that our (*The Press*) chief was in dead earnest. At first they thought that *The Press* was making a new personal contest, that would not last long, and would soon be compromised by giving our (*The Press*) editor a fat office at home, or by sending him abroad. When they were convinced that he meant business, they

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came in by thousands, and took the places of the angry official Democrats." Col. Forney, who had been identified with the publication of the *Lancaster Intelligencer* and the *Pennsylvanian*, influential Democratic organs, and had made those papers a terror to antagonists and a tower of strength to the old-line Democracy, could no longer support the Democratic party in the pro-slavery direction given to it by the administration of Mr. Buchanan. He followed for a while the leadership of Stephen A. Douglas, for whom he entertained very strong feelings of personal and political friendship. But *The Press*, founded to "watch" the Democratic party, was not long in finding more congenial relations with the Republican party. It was bold and positive, firm in its convictions, and possessing the courage of its convictions, its voice was soon heard throughout the Union, and recognized as a fearless champion of the Northern phase of politics. In its early days it had no capital, and its earliest numbers were printed in the office of the *Sunday Dispatch*, as it was without a press of its own and in debt for its type, but the zeal of the founder conquered every obstacle and opened the path to success.

It was at first a four-page folio, of about the size of the present *Public Ledger*, handsome in appearance, and very brilliant in its sparkling columns. In April, 1858, an edition was issued called the *California Press*, and sent by steamer to Aspinwall, across the Isthmus by rail to Panama, and thence again by steamer to San Francisco. This edition was a great favorite on the Pacific coast, and was continued until the completion of the Union Pacific and Central Pacific Railroads. The *Weekly Press* became the *War Press* during the conflict, and in its columns there appeared correspondence from all the military departments. This edition was highly esteemed in the army, and exerted very great influence by the healthy manner in which the government was sustained and the struggle for the Union supported. Oct. 16, 1865, *The Press* was changed into a quarto, and was printed on an eight-cylinder Hoe press, and soon after upon the latest improved Bullock press.

The paper, from its very first number, was recognized as an able and fearless organ of public opinion, and the prompt and decided manner in which it abandoned the Democratic party, as soon as convinced that that party was untrue to the free-labor sentiment of the North, evinced such an honest and earnest sense of duty and political conviction that the change of party relations improved rather than impaired both its political influence and its pecuniary prospects. From the day of that change to the present *The Press* has remained a Republican journal, advocating every measure of that party and following, or rather leading, every course pursued by its leaders.

In 1877, Col. Forney determined to withdraw from the cares and responsibilities of active journalism, and, with this object in view, he sold *The Press* in the beginning of October of that year. Its history for twelve years previous, or from the close of the Rebellion, had been one of influence and prosperity. Although much of his time had been occupied in the discharge of the duties entailed upon him by the official positions which he occupied outside of journalism, he had never ceased to be an active and hard-working editor.

In his "Farewell" to *The Press* he said, "I have done my best to make a good, honest newspaper. It has lived through many tempests and changes. It has received and returned many blows. But I can say for myself that, in all this long course of time, I have never deliberately wounded or injured a human being, even in the fiercest struggles of political or sectional difference."

With the retirement of Col. Forney from the management of the paper which he had founded, *The Press* entered upon a new era. Under its founder *The Press* had achieved great success as a daily journal of the type of those founded by Horace Greeley and Henry J. Raymond. It was Forney's *Press* that people asked for, as they did for Greeley's *Tribune*. The paper was read extensively, not on account of the matter contained in its news columns, but for the political information contained in its editorial columns, and for the comments on that information by one who was so important a factor in shaping the events which he chronicled in his personal organ. After Col. Forney's retirement, for the next two years *The Press* was in a transition stage. During that time it was under the editorial and business control of the Messrs. W. W. and E. H. Nevin. These gentlemen were from Pittsburgh, where they had successfully engaged in journalism, and they were anxious to try more metropolitan fields. W. W. Nevin was a scholarly and polished writer, who was interested in economics, and who became engaged in a Mexican railroad enterprise not long after he went on *The Press*, and resigned to accept a lucrative position in connection with the railroad. E. H. Nevin, finding the sole business and editorial conduct of a great morning daily too severe a strain, disposed of his interest in *The Press* to Calvin Wells & Co., Pittsburgh, and started the *Evening News*, and subsequently became naval officer of the port of Philadelphia.

Mr. Wells was a wealthy iron-master of Pittsburgh, who already had a considerable interest in *The Press*, which he had taken to accommodate its whilom owners. Finding himself in control of a large property, with whose management he was unacquainted, Mr. Wells sought to obtain some one to develop it, and Edward McPherson was secured as editor-in-chief. He had been long and well known as an editor in Pennsylvania, and as clerk of the House of Representatives for many years. With him was associated as managing editor W. Ralston Balch, formerly a reporter on the *Boston Herald*, on which paper he had distinguished himself by capturing Chastine Cox, a negro murderer, who had escaped the police, and by the

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exposure of the Rev. E. D. Winslow, a great forger. Under Messrs. McPherson and Balch *The Press* took a step forward, but the daily routine of a newspaper office was irksome to Mr. McPherson, who resigned in January, 1880, to accept the secretaryship of the Republican Congressional Committee, and about the same time Mr. Balch retired, to take charge of the *Philadelphia American*. Mr. Wells, who began by knowing nothing of the newspaper business, had now devoted himself to a study of its delicate organization and mechanism, and familiarized himself with everything from a leading political editorial article to a folding and mailing machine for the papers. He became interested in his property, and determined that *The Press* should be revived, to become the equal of any paper in the Union.

With this end in view he secured the services of Charles Emory Smith as editor-in-chief, and of Moses Purnell Handy as managing editor; the latter gentleman joined the paper some months after the former. With the faithful, hearty, and enthusiastic support of these experienced journalists, Mr. Wells proceeded to execute his plans. Modest and retiring almost to bashfulness and reticence, Mr. Wells possessed every quality which makes a business man successful. From a beginning with no means he became at fifty one of the wealthiest men in Pittsburgh. He is essentially a man of wide and liberal views, of high moral purpose, steadfastness, dignity, and determination. His knowledge of men is acute and penetrating, and his judgment is sound and discreet. Familiar with the execution of every detail, he has surrounded himself with competent men to whom he has entrusted the carrying out of the plans which he is now seeing realized to their fullest extent. Withal, Mr. Wells is entitled to the credit of having made *The Press* what it now is,—second to no paper in America, though he would be the last man to claim such credit.

Mr. Smith was born in Mansfield, Conn., in 1842, and removed with his parents to Albany, N. Y., in 1849. He was educated in the public schools of the Knickerbocker city and at Union College, where he graduated in 1861. During the next two years he performed valuable service on the staff of Gen. Rathbone, who had charge of the depots where volunteer regiments were organized, and part of the time he acted as assistant adjutant general. From 1863 to 1865 he was a teacher in the Albany Academy, and in that year he became editor of the *Albany Express*. At the age of sixteen he had followed his taste for journalism by writing the daily leading editorial articles for six months in the *Albany Evening Transcript*, and this taste he had cultivated from time to time until he entered permanently on a brilliant journalistic career by accepting the editorship of the *Express*. While editor of this paper he served, in 1868, as the private secretary of Governor Fenton. In 1870 he purchased an interest in the *Albany Evening Journal*, and became joint editor of that paper with the well-known George Dawson.

In 1874, when Mr. Dawson retired, Mr. Smith took the post of editor-in-chief of the journal. While in this position he was elected a trustee of Union College on the part of the graduates; was nominated and elected by the New York Legislature, in joint session, as regent of the University of New York; and was constantly in demand as speaker before the State Military, Teachers', Press, and other associations; and of the State Press Association he was president in 1877. For many years he was a delegate to the Republican State Conventions, and repeatedly chairman of the Committee on Resolutions. In this position he played a most prominent part in framing the platform of the Republican party in the Empire State; and has shown rare ability in choice of comprehensive, acceptable, and judicious terms to embody the tenets of his party. In 1876, Mr. Smith was a delegate to the Republican National Convention at Cincinnati, and was the representative of New York on the Committee of Resolutions, which adopted almost bodily the ideas and language of the platform of principles which he had laid down for party guidance in his State. At the Republican State Convention of 1880 he was both temporary and permanent president. In March, 1880, he accepted and assumed the position of editor-in-chief of *The Press*, and shortly afterward became a part owner. Throughout the Presidential campaign of 1880 he was active on the stump in Pennsylvania and New Jersey, and by his energy and force restored *The Press* to the place from which it had slipped,—that of the chief Republican paper in Pennsylvania. Mr. Smith is a fine type of the modern political journalist. Affable, genial, and polished in address; a sympathetic, attractive, and ready speaker; an acute, adroit, and accomplished politician who is gifted with a special love and enthusiasm for the art; endowed with exceptional rhetorical powers of pen and tongue; a keen, close, logical reasoner, Mr. Smith combines with these qualities a consummate ability for harmonizing discordant elements which specially fits him for such a position as the one he occupies, where, from his wide knowledge of political men and affairs, he is able to present views which enlighten the most careless readers as to the drift and portent of events.

Moses Purnell Handy was born in Osage County, Mo., in 1848. His father was a noted Presbyterian divine, and member of a family which has been prominent in Pennsylvania and Maryland, and had gone to Missouri as a missionary. He returned East to Delaware when his son was an infant, and the child was brought up in the schools and academies of "the Eastern Shore," and was nearly ready for college when the war broke out. During part of that stormy period he was in Eastern Virginia, whither his father had been called as a pastor, and on going to Richmond with his father he was conscripted into

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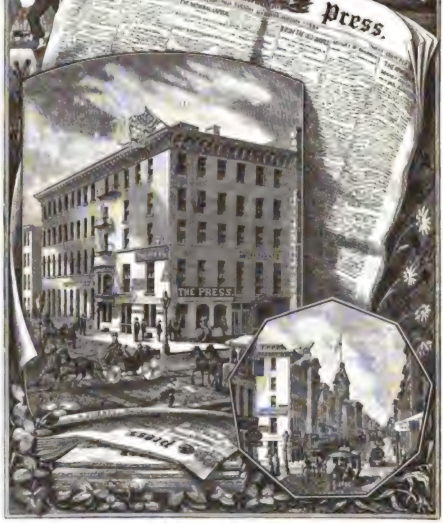
the Confederate army. Certain friends interested themselves to procure him the position of courier, with rank of lieutenant, on the staff of Gen. Stevens, chief of engineers in Lee's army.

When the war ended he found himself penniless in Richmond, and, after trying his hand at various means of subsistence, he entered the office of the *Christian Examiner*, a monthly religious paper. From here he went to the *Richmond Dispatch*, where he made a decided sensation by giving an accurate and complete report of a political speech by Henry Wilson. He rapidly rose through the various grades of editorship on the *Dispatch*, and at times was in charge of that important sheet. While connected with the *Dispatch* he served as correspondent of several of the great New York papers, and was general manager for the Southern States of the American Press Association. In 1873 he sprang into national fame as the only newspaper correspondent who had witnessed the transfer of the steamer "Virginius" by the Spanish authorities to the United States government. It will be remembered that, owing to the excited state of public feeling on account of the massacre of American citizens, this event was kept a profound secret by the government. Mr. Handy alone was able to fathom the secret, and by his enterprise and energy showed signs of the peculiar ability in which he is excelled by no American writer for the daily press. After his signal triumph in the "Virginius" affair he received a flattering offer from the *New York Tribune* to join its editorial staff. He accepted, and while connected with the *Tribune* practically organized and carried out the woman's temperance crusade in Ohio, and in two important series of letters presented views of affairs in the Southern States, and complete sketches of the various centennial anniversaries of historical events which took place in 1875. Toward the end of that year (1875), Mr. Handy left New York to take the editorship-in-chief of the *Richmond Enquirer*. In this capacity he took a prominent part in the State political campaigns.

In 1876 he was appointed a commissioner from Virginia to the Centennial Exhibition at Philadelphia. While acting in that capacity he became an associate editor of the Philadelphia *Times*, and in the columns of that paper wrote the best series of articles published on the action of the "visiting statesmen" in the Louisiana Returning Board investigation. Three years later he created a sensation in the State by his letters on the Riot Bill Bribery matters. Late in 1880, Mr. Handy accepted the managing editorship of *The Press*, and since then has devoted himself to office organization and the development of the news enterprises which have made *The Press* famous. Mr. Handy is a man of rare executive ability, of consum-



THE PHILADELPHIA PRESS.
[Corner of Chestnut and Seventh Streets.]

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mate tact, and of unerring and impartial judgment in matters of news, and has a political prescience which makes him the trusted confidant of men so opposed in politics as James G. Blaine and Samuel J. Randall. Aided by such competent lieutenants as Mr. Smith and Mr. Handy, Mr. Wells has left the filling of the lesser posts of duty to their hands, and the result has been that *The Press* is manned and officered by young, active, intelligent, and enthusiastic workers, the oldest of whom is just forty-one. The organization is now complete. The editorial and news staff of *The Press* now numbers nearly five hundred, who cover the world from St. Petersburg to Durban and Mandalay. In this staff are enrolled most of the leading authors and prominent men of the country. Among those who have contributed to making *The Press* a great newspaper under its new conductors are ex-Chief Justice Agnew (of Pennsylvania), J. E. Barrett, Jeremiah S. Black, James G. Blaine, Arlo Bates, Junius Henri Browne, F. A. Burr, Gen. James S. Brisbin, Professor A. S. Bolles, Rhoda Broughton, Mrs. E. E. Briggs (Olivia), Bill Y. Buttes, Mgr. Capel, C. Carlotta, Ph.D. (Berlin), J. R. Chalmers, Kate Upson Clark, President Cattell (of Lafayette College), Professor S. J. Coffin (of Lafayette College), Thomas Donaldson, Susan E. Dickinson, Rebecca Harding Davis, Mary W. Early, Edwin S. Ellis, Archibald Forbes, Kate Foote, Kate Field, George Manville Fenn, Jeannette L. Gilder, A. W. Gibson, Robert Haydn, Joseph Howard, Jr., Professor I. H. Hall, A. R. Horn, D.D., Ernest Ingersoll, Professor E. J. James (of the University of Pennsylvania), Thomas A. Janvier, T. W. Knox, Edward King, Professor D. B. King (of Lafayette College), Professor J. L. Little (of Dickinson College), Charles Godfrey Leland, George Parsons Lathrop, F. D. Millett, Professor F. A. March (of Lafayette College), Nina Morais, Allen O. Myers (Pickoway), President James McCosh (of Princeton), Professor J. B. McMaster (of the University of Pennsylvania), Brandon Matthews, Joaquin Miller, Alfred Nevin, D.D., J. M. P. Ott, D.D., Samuel Parsons, Jr., Nora Perry, Robert P. Porter, Josephine Pollard, John James Piatt, W. Clark Russell, J. Hall Richardson, H. J. Ramsdell, Elizabeth Robins, the Lord Bishop of Rochester, James Stephens (Fenian head-centre), "Sophie Sparkle," Annie Thomas, George Alfred Townsend, Z. L. White, Louis Wingfield, and Walt Whitman.

These names form only a selection from the number who have contributed to the columns of *The Press* since Messrs. Smith and Handy assumed direction and management. But it is not alone in literary and news features that *The Press* has wonderfully developed. It has constantly been a watchful guardian of the interests of the public, and in that capacity it unearthed and put a stop to the "graveyard insurance business," by which unscrupulous men offered a premium on death; it exposed and put a stop to corruption in the public offices at Harrisburg; it caught and sent to prison a gang of grave-robbers; it showed Philadelphia that its drugs were weak and adulterated, and forced the honest druggists to form a protective association to guarantee the public in their purchases; and it drove out of office the city detectives in spite of the strongest opposition. Since the new management took charge *The Press* has not only been abreast of the times, but it has been a leader among the local newspapers. Besides being able and alert, it is complete as a newspaper. In 1881 a Sunday edition was established, which became an immediate success and a prime favorite for its manifold literary attractions. Last year the weekly issue was reorganized and put on a novel basis, which has placed it abreast of its competitors. In November, 1883, the price of the daily *Press* was reduced from three to two cents, a step which had been contemplated ever since the revenues of the paper had increased so as to enable the proprietors to decide to let the public gain by their prosperity. The result has been an increased and unexampled tide of prosperity, which has never been surpassed in the history of any paper, and which is now at its flood.

The American Messenger and Child's Paper, established in 1858 at No. 929 Chestnut Street, had a number of years of life.

The Sunday Atlas started in 1858, and continued until 1861, when it was suspended. George C. Thomas published it at No. 127 South Third Street.

The Commonwealth, a weekly periodical, was published for several months, beginning some time in 1858, and issued from No. 18 South Third Street.

The National Mechanic, commenced in 1858 at No. 108½ South Third Street, only lived until the succeeding year.

The Philadelphia Mirror had its origin in 1858, but succumbed in 1859. It was published at No. 621 Chestnut Street.

The Evening Reporter was started in 1858 at No. 331 Harmony Street, and passed out of existence in 1861.

Peterson's Counterfeit Detector and National Bank-Note List was established in 1858 by T. B. Peterson, and is issued semi-monthly by T. B. Peterson & Brothers. The publication office is at No. 306 Chestnut Street.

The Gardeners' Monthly, a thirty-two page octavo magazine, devoted to horticulture, arboriculture, botany, and rural affairs, was issued January, 1859, with D. Rodney King, C. P. Brinckloe, and Charles K. Marot, successively, as publishers, and Thomas Meehan as editor continuously to the present time. At its establishment the *Magazine of Horticulture*, conducted by C. M. Hovey, in Boston, and the *Horticulturist*, established by A. J. Downing, of Newburg, and Messrs. Luther Tucker & Son, of Albany, N. Y., were the leading magazines of its class. It was established not to compete with them, but as a lower-priced serial, to reach a class those excellent magazines did not

touch. All these, and others since founded, have left the field, the latter having been purchased and combined with it, as the *Gardeners' Monthly and Horticulturist*, in 1876. There are now other serials covering some portions of the ground occupied by this journal, but it is, on the whole, regarded as the leading, if not the only, representative of general horticulture and kindred sciences and pursuits on the American continent, and as such is received all over the world.

The Insurance Reporter was established in January, 1859, and published weekly for many years by C. Albert Palmer, who was also its editor, at No. 727 Walnut Street.

The Manayunk Star was the second paper published in Manayunk. The first number appeared on Saturday afternoon, Feb. 5, 1859, the publishers being D. B. Potts and James H. Scott. D. B. Potts retired Oct. 6, 1859, and J. Lewis Scott became associated in its subsequent publication until Jan. 12, 1860, when the copartnership was dissolved, and thereafter the paper was published by J. Lewis Scott, who continued to issue it regularly until Aug. 9, 1862, when, owing to the outbreak of the war, its publication was suspended.

The Philadelphia Daily Record entered the field of journalism in 1859, but went out of existence in 1861. Its publication office was at No. 112 South Third Street.

The Sunday-School Times was first issued in 1859, but as early as 1830 a weekly paper, which was in reality its progenitor, known as the *Sunday-School Journal and Advocate of Christian Education*, was published in Philadelphia by the American Sunday-School Union. Changed afterward to a semi-monthly, with the simpler title of the *Sunday-School Journal*, this periodical was continued to the close of 1858.

At the beginning of 1859, *The Sunday-School Times* took the place of *The Sunday-School Journal*, and was published as a weekly by the American Sunday-School Union, under the editorship of Professor John S. Hart, LL.D. Two years later its ownership was transferred to a private publishing firm, which included W. J. Cheyney, who had been treasurer of the American Sunday-School Union, and Professor Hart, who continued as editor. J. C. Garrigues & Co. published it from 1862 until the close of 1871, when John Wanamaker became its sole owner and publisher, at which time I. Newton Baker, who had for some years been associated in the editorship, succeeded Professor Hart as chief editor.

In 1875, the Rev. H. Clay Trumbull and John D. Wattles purchased an interest in the paper from Mr. Wanamaker, and in September of that year Mr. Trumbull assumed its editorial control, and Mr. Wattles its immediate business management. Two years later, Messrs. Trumbull and Wattles purchased the entire fee of the paper, with its accompanying series of lesson-helps, and they are now its sole owners and managers.

In 1871, *The Sunday-School Workman*, a weekly paper of similar character, published in New York City, was purchased by Mr. Wanamaker, and merged in *The Sunday-School Times*. In 1882 a like purchase and merging of *The National Sunday-School Teacher*, a prominent and long-established monthly magazine published in Chicago, was made by Messrs. Trumbull and Wattles.

The immediate sphere of *The Sunday-School Times* has been, from the beginning, the instruction and stimulus of Sunday-school teachers and of Christian workers generally. In its earlier days it gave prominence to regular reports of the daily union prayer-meetings established in Philadelphia and New York. During the civil war it was a recognized helper of the United States Christian Commission, and special editions of it to the number of ten and twenty thousand copies a week were often taken by that organization for distribution in the army and in the army hospitals. Another feature of its earlier work was the printing in its pages of verbatim reports of the principal State and national Sunday-school conventions.

The adoption of the system of uniform Sunday-school lessons, known as the "International Series," in 1873, opened to *The Sunday-School Times* a wider and more important field, in the supply of varied helps to the study of these lessons throughout this country and abroad. Its weekly circulation has increased since then from fifteen thousand to upward of fifty-two thousand, and now extends to every State and Territory in the United States, and to more than twenty foreign countries. Moreover, a separate edition of it, under the name of *The American Sunday-School Times*, is published for circulation in Great Britain. The office of publication is No. 725 Chestnut Street.

The Dental Cosmos was commenced as a monthly publication in August, 1859, as successor to the *Dental News-Letter*, which had been issued as a quarterly for the twelve years preceding. It was published by the then firm of Jones & White, and edited by J. D. White, M.D., D.D.S., J. H. McQuillen, D.D.S., and George J. Ziegler, M.D. Dr. White retired at the end of the sixth volume. Drs. McQuillen and Ziegler retired at the close of the thirteenth volume, and its editorial management was assumed by J. W. White, M.D. In 1861, Mr. Jones retired from the firm, and the publication was continued by S. S. White up to the time of his death, in 1879. It was then continued by the trustees of his estate until the formation, in July, 1881, of the S. S. White Dental Manufacturing Company, which still publishes it.

The Legal and Insurance Reporter, a semi-monthly journal, devoted to legal insurance interests, is published at 605 Sansom Street. It was first issued in December, 1859, by James Fulton, who came from County Antrim, Ireland, studied law in this city under F. Carroll Brewster, and from ill

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health disposed of the journal to its present proprietor, Charles Albert Palmer, in 1865. Mr. Palmer has consequently managed the *Reporter* successfully for nineteen years. George Washington Hawkins for a number of years served as assistant legal editor, while William Hardcastle Browne and Robert D. Coxe have acted in a similar capacity. Able talent still contributes to its columns.

The Child's Treasury is published semi-monthly and monthly by the Reformed Church Publication Board, at No. 907 Arch Street. It is a four-page sheet, for circulation among the children of the Sunday-schools of the Reformed Church, and has been in existence since 1859.

The Lutheran Sunday-School Herald, established in 1860, is published monthly by the Lutheran Publication Society, at No. 42 North Ninth Street.

The Sunday Courier made its appearance in 1861, but speedily collapsed.

The Sunday-School World is royal octavo in size, thirty-six pages, issued monthly for teachers and families as an aid in the study of the Bible, in the formation of Christian character, and in the discovery and application of the true principles and methods of teaching. It is published by the American Sunday-School Union at No. 1122 Chestnut Street, having been established in 1861 as a quarto journal of sixteen pages, and edited by F. A. Packard, LL.D., until his death, in 1867, when he was succeeded by the Rev. Richard Newton, D.D., who resigned on account of ill health in 1878, when the present editor, Rev. Edwin W. Rice, was appointed to the place. *The Sunday-School World* contains explanations of the International Lessons by the Rev. John Hall, D.D., of New York, Professor Post, of Syria, Mrs. Alice W. Knox, and others. It is practically the successor of a series of periodicals published by the American Sunday-School Union, the original of which was the *American Sunday-School Magazine*, established in July, 1824.

The Palmetto Flag was first issued early in 1861 as a pro-slavery journal, and, after the attack by the Confederates on Fort Sumter, it came out with an article justifying the assault. The next day a mob attacked the office of the *Flag*, situated on Chestnut Street, below Fourth, and began to tear out the place, and would probably have wreaked their vengeance on the innocent printers had not Mayor Alexander Henry appeared on the scene. At his approach the crowd fell back, and after listening to a brief address that he made, quietly dispersed. The paper was soon discontinued.

The Lutheran was founded in 1861, and is issued weekly from the Lutheran Book Store, at No. 117 North Sixth Street. It was for years known as the *Lutheran and Missionary*.

The American Exchange and Review was begun in February, 1862, as a monthly magazine, with contents of a miscellaneous character, but most prominently devoted to financial and economic topics, and the industrial technologies. It had special departments appropriated to insurance, finance, patents, arts, and practical science. The first publishers were Whiting & Co., No. 712 Chestnut Street, succeeded in February, 1863, by Fowler & Moon, No. 521 Chestnut Street. In 1871 the magazine became the property of the Review Publishing and Printing Company, at the northwest corner of Fourth and Walnut Streets, Samuel S. Moon, president, and I. H. C. Whiting, secretary. In January, 1877, it became a special publication, devoted to insurance and its collateral sciences. In its new purpose it embraces a large range of social and financial data and applied science, treating of all subjects cognate to every branch of insurance, from marine averages to the computation of life insurance premiums in all the diversities of the latter. John A. Fowler has been editor-in-chief since the commencement of the publication.

The Quarterly Eclectic Medical Journal of Pennsylvania, edited by Henry Hollemback, was commenced in July, 1862, and in January, 1863, was changed to a bi-monthly, under the title of *The Eclectic Medical Journal of Pennsylvania*, and published by the Eclectic College of Pennsylvania, and edited by John Buchanan. It was continued until 1872.

The Christian Recorder, a weekly religious paper, is an organ of the African Methodist Episcopal Church, under the editorial direction of Rev. B. T. Tanner, with the publication office at No. 631 Pine Street. It has been in existence since 1862.

The Dental Quarterly, devoted to the interests of dental science, the publishers of which were Johnson & Lund, made its appearance in 1862, and went out of existence in 1867.

The West Philadelphia Hospital Register, printed and published at the United States Army General Hospital (Satterlee), West Philadelphia, was first issued on Feb. 14, 1863, and published weekly for a few months.

The Age, a daily morning paper, was issued for the first time March 25, 1863, by A. J. Glossbrenner & Co., at No. 430 Chestnut Street. The firm comprised Adam J. Glossbrenner, Francis J. Grund, and William H. Welsh. Other gentlemen, prominent Democrats of the city, also had a pecuniary interest in the undertaking, which was designed to be a party organ. It was a seven-column folio at the beginning, but was enlarged to eight columns April 27, 1863. The paper began its editorial salutatory by declaring that "*The Age* is to be a national Democratic journal, conducted on national Democratic principles, without an unworthy play of words or sophistical qualification to diminish the force of these terms." *The Age*, as it boasted at the outset, was a radical Democratic journal. As a consequence, it was bitterly attacked by certain Republican journals, and never failed to strike back. Its articles partook of the violent temper of

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the times. During the whole war period it conducted a warfare of great vigor and virulence against the Republican party, and it was frequently charged with being in sympathy with the South. Upon more than one occasion *The Age* establishment was menaced by angry mobs, who were with difficulty restrained from attacking the premises.

The original partnership continued but a short time. A few months after it was formed, in July, 1863, Mr. Grund withdrew, and the paper was thereafter published by Messrs. Glossbrenner & Welsh until February, 1866, when Mr. Glossbrenner sold his interest to James M. Robb. The firm then became Welsh & Robb. Dating from Mr. Robb's connection with *The Age*, the paper entered upon an era of satisfactory prosperity. In June, 1868, the office was removed to Nos. 14 and 16 South Seventh Street. On the 2d of March, 1871, Mr. Welsh withdrew, his interest being purchased by Charles J. Biddle,—who for a long time had been one of the editors of the paper,—and the firm then became Robb & Biddle. A weekly edition of *The Age* was started June 6, 1863. In 1875 the publication of *The Age* was discontinued, the entire establishment passing into the hands of the proprietors of *The Times*, which was issued for the first time on March 13th of that year.

The Sunday Times was first issued Dec. 6, 1863, at No. 136 South Third Street, by Robert C. Smith, J. Travis Quigg, and W. G. McAllister, under the firm-name of Robert C. Smith & Co. F. T. S. Darley, a talented writer, was a member of the editorial staff. Mr. Smith was a native of Princeton, N. J., was a practical printer, having been connected with the *New York Herald*, the *Ledger*, and other papers. In 1869, Col. J. H. Taggart and his eldest son, Harry L. Taggart, purchased the paper and began a vigorous war upon the variety theatres, which resulted in a number of libel suits. Col. Taggart also assailed the management of the Franklin Savings-Fund, whose cashier was afterward convicted of peculation, and served several years' imprisonment. Col. Taggart was born at Georgetown, Kent Co., Md., Jan. 22, 1821. His journalistic career began when he was but ten years of age, when he entered the office of the *National Gazette*, published in Philadelphia, by William Fry. He was for the greater part of seventeen years a compositor on the *Ledger*. In 1849 he, with Lambert W. Holland, published the *Pennsylvania Volunteer*, devoted to military matters, which, six years later, was merged into the *City Item*. In 1860, Col. Taggart purchased the interest of James P. Magill in the *Mercury*, with George W. Jones as a partner. During the early portion of the war of the Rebellion he served with distinction as colonel of the Twelfth Regiment, Pennsylvania Reserves (Forty-first of the line). In 1863 he was preceptor of the free military school to prepare applicants (white) for the command of colored troops. After the close of the war he resumed the profession of journalism, purchasing the *Sunday Times* in 1869, as already stated. H. L. Taggart, the junior member of the firm, was born in Philadelphia, March 23, 1845. Before his connection with the *Sunday Times* he had considerable newspaper experience upon the *Sunday Dispatch*, *Sunday Mercury*, and other journals.

As an evidence of the business prosperity of this journal, the proprietors, in 1882, erected a fine building at No. 819 Walnut Street, which has been stocked with a complete modern printer's outfit, embracing the various rapid printing machinery.

The Sunday Observer was issued for the first time on Dec. 6, 1863, and died out in six weeks.

The Philadelphia Photographer, an illustrated monthly journal, was commenced in January, 1864, Benerman & Wilson, publishers, and E. L. Wilson, editor.

The Evening Telegraph was first issued on Jan. 4, 1864, from its present office, No. 108 South Third Street. At that time there was but one afternoon journal published in Philadelphia. In its salutatory, it "based its hopes for a share of public favor upon the ground that the rapid growth of Philadelphia in population, wealth, and all of those substantial rewards of industry, intelligence, and virtue would afford support to another afternoon journal." It thus professed to be a purely business venture, and as such it has been pre-eminently successful. It was, at the start, a four-paged paper, with seven columns to the page, and was sold at two cents per copy. At the close of the first year it was enlarged to eight pages, of six columns each, and the price was increased to three cents, at which it has since remained. The original projectors and proprietors of the paper were J. Barclay Harding and Charles E. Warburton. The former was a son of Jesper Harding, whose name figures so conspicuously in the history of Philadelphia journalism. He had been thoroughly fitted for the task of starting a new journal by service under his father, and lived to see the *Evening Telegraph* firmly established. After his death, which occurred on Oct. 29, 1865, the paper passed under the sole control of Mr. Warburton, his brother-in-law, who still remains its proprietor, publisher, and editor-in-chief. Mr. Harding was an active politician, as well as a working journalist, and at the time of his death was collector of internal revenue for the First District of Philadelphia. His associate and successor, Mr. Warburton, has, however, studiously kept out of the political arena, and, since the death of Mr. Harding, no person associated with the conduct of the *Evening Telegraph* has held any public office, or taken part personally in political strife.

The paper has been Republican in its politics from the start, but its Republicanism has been tempered by a sturdy independence. In the first number it said, "We recognize the President, his cabinet, and the other sworn officers under them to be 'the government,' and we feel they can and should be trusted, unless they shall knowingly and willingly fail to per-

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form their duty." This confession of political faith has been maintained to this day. Accordingly, before the close of President Grant's second term, the *Evening Telegraph* was found arrayed against his administration, and earnestly opposing his renomination for a third term. The same course was pursued in the preliminary Presidential campaign of 1880, when the "third-term conspiracy," as the *Evening Telegraph* persistently styled it, was revived. State and city administrations have been dealt with on the same prinple. The *Evening Telegraph* was an outspoken antagonist of Governor Geary during the latter portion of his administration, and was almost as severe in its criticism of some of his Republican successors, while in the State campaign of 1882 it was one of the most influential journals in the State that supported John Stewart, the Independent Republican candidate for Governor. As to municipal affairs, it has labored persistently and consistently for the purification of the city government, and has frequently stood alone in supporting the ticket opposed to that of the regular Republican organization. This was notably the case in 1876, when it triumphantly carried its point by the election of the Democratic candidate for sheriff, even in the excitement of a Presidential campaign; and in the spring election of 1881, when it stood alone among Republican journals in supporting the successful coalition reform ticket, including Samuel G. King, Democrat, for mayor, and John Hunter, Independent Republican, for receiver of taxes.

But it has been as a newspaper, rather than as a political journal, that the *Evening Telegraph* has appealed to the reading community. It has introduced innovation after innovation into evening journalism, and seen them gradually adopted by its contemporaries in this and other cities. It started out with one of the most important of these new ideas,—that of presenting every day in the week the leading editorials of the most influential journals of New York and other cities, both at home and abroad. This feature gave a decided impetus to the *Evening Telegraph* from the beginning, its readers fully appreciating the opportunity which it presented of learning the views on all questions of the day of the ablest writers in the whole field of journalism. Publishing the dispatches of the Associated Press from the start, it has always supplemented them by liberal installments of special dispatches from all points of interest, and by voluminous correspondence from all parts of the world. It also accompanies all important news items by illustrative and explanatory notes, placing the subject in hand fully before the reader at the moment it first claims his attention. For this purpose it has at its command a cabinet of material—biographical, historical, political, and descriptive—that is probably unequaled in any city in the world. It is seldom that an imperfect or unintelligible dispatch from any part of the world appears in its columns without being made clear, if the matter is worth the space that the explanation would require. It is always ready for any emergency, and on that memorable Sunday in July, 1877, when several regiments of Philadelphia militia were shut up in the blazing round-house at Pittsburgh, at the mercy of a bloodthirsty mob, the *Evening Telegraph* was the only journal in the city that supplied the craving of the people for news throughout the day. Sunday journalism had not yet assumed the enterprising proportions and character of the present day. The *Evening Telegraph*, however, recognized the necessity for violating the announcement at the head of its editorial columns—"published every afternoon except Sundays"—and went to press with its first and, so far, only Sunday issue. The city was wild with excitement, and the demand for the paper was so great that the press was kept running far into the night, until the pressmen were utterly exhausted and refused to remain at their posts any longer. The newsboys sold many copies at the extravagant price of a dollar, and twenty-five cents each was eagerly paid for thousands of copies.

Aside from the special features already alluded to, the *Evening Telegraph* has always preserved a high literary character, and presented in its columns the choicest extracts from current publications in every branch of knowledge. As occasion has seemed to demand, it has ventured into the field of fiction, and reproduced in daily installments, romances that have been attracting unusual attention abroad. Many of these have been translated from the French expressly for the paper, the most notable instance of this kind being Victor Hugo's "93." The *Evening Telegraph* published a special translation of that remarkable work in 1874, which was far more carefully made than the version authorized in England, and which, after running through the paper, was reprinted in pamphlet form, and commanded an enormous circulation. The paper also pays especial attention to elaborate criticism in all departments of literature and art, including music and the drama.

The editorial staff of the *Evening Telegraph* has undergone comparatively few changes for the greater part of the twenty years during which the paper has now been published. Watson Ambruster, the managing editor, has been in continuous service since June, 1866. He was first employed as a reporter, but was made city editor in a few weeks, on the death of J. Mason Grier, who had held that position from the establishment of the paper. A year later he became news editor, and subsequently musical and dramatic critic, and since 1868 has been managing editor, and representative of the proprietor during his absence from the city. Next in length of continuous service is William J. Clark, Jr., who has been a member of the editorial staff since September, 1868. Mr. Clark's labors have taken a wide range, embracing, besides political and general editorial writing, the special departments of literary, art, musical, and dramatic

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criticism. In December, 1869, George W. Allen joined the editorial staff, and has remained connected with it ever since as a general editorial writer and musical and dramatic critic. Among the other members of the editorial staff who have seen several years of service are Edwin K. Hart and Joseph Marshall. Edward J. Swartz, who acted as a reporter, and subsequently as news editor, from December, 1866, to December, 1869, returned to the staff in January, 1871, as city editor, and has remained in continuous service in that capacity ever since. Among those who have seen service on the editorial force at different times may be mentioned Frederick W. Grayson, T. Dwight Thatcher, now of Kansas; Albert E. Lancaster, Lewis Waln Smith, Col. Alexander K. McClure, before the establishment of the Philadelphia *Times;* Rev. Dr. B. H. Nadal, of the Drew Theological Seminary; J. Luther Ringwalt, James C. Purdy, Charles Robson, Dalton Dorr, L. Clarke Davis, and the latter's wife, Mrs. Rebecca Harding Davis, the popular novelist. Among the Washington correspondents have been D. W. Bartlett, now a secretary of the Chinese legation to this country; Crosby S. Noyes, for years past the editor of the Washington *Star;* and Henry R. Elliott, who has held the position for several years past. Mrs. Lucy H. Hooper has been the Paris correspondent since 1875, and H. Cameron Richardson, the London correspondent since 1878. Among other foreign correspondents, it has been served by the late John T. Dexter, at London, Miss Anne H. Brewster, at Rome, Miss Costanza Hall, at Florence, and C. R. Heap and Reginald Soudamore, at Constantinople.

The University Medical and Surgical Journal of Philadelphia, published monthly by Joseph S. Longshore, J. Lukens, and Charles Murphy, was commenced in October, 1864, as the organ of the Penn Medical University of Pennsylvania. In 1865 it was consolidated with the *Eclectic Medical Journal of Philadelphia.*

The National Baptist first appeared in January, 1865, published by the American Baptist Publication Society. Its editors have been Kendall Brooks, D.D., Lemuel Moss, D.D., and H. L. Wayland, D.D.; and assistant editors, Joseph Stockbridge, D.D., J. Eugene Reed, A.M., and Rev. Philip Berry. In January, 1883, it became the property of Dr. H. L. Wayland, as publisher and editor. It has paid especial attention to the questions involved in social science, regarding social science as the gospel applied to the social affairs of mankind. It has aimed, within reasonable limits, to afford opportunity for freedom of discussion on social and religious topics.

The Hahnemannian Monthly is a journal of medicine and surgery, published in the interests of the homœopathic system. It was established in August, 1865, by the faculty of the Homœopathic Medical College of Pennsylvania, its first editors being Drs. A. Lippe and J. H. P. Frost. In 1868, the late Dr. R. J. McClatchey became its editor, and continued in that position for ten years. During most of the time the periodical was owned by Boericke & Tafel, and upon Dr. McClatchey's retirememet, the editorship was transferred to Dr. W. H. Winslow, of Pittsburgh, though the journal was still published in Philadelphia. At the beginning of 1880, Boericke & Tafel disposed of their interest to an organization of homœopathic physicians, known as the Hahnemann Club of Philadelphia, consisting of Drs. R. J. McClatchey, Bushrod W. James, A. H. Ashton, C. S. Middleton, Aug. Korndoerfer, E. A. Farrington, M. M. Walker, John E. James, B. F. Betts, W. H. H. Neville, and Pemberton Dudley. The new proprietors appointed Bushrod W. James, M.D., business manager; E. A. Farrington, M.D., contributing editor; and Pemberton Dudley, M.D., general editor. Under this ownership and management the journal has been since issued, having now reached the nineteenth year of its publication.

The Carriage Monthly, a mechanical and trade journal, containing one hundred pages of information, was started in 1865.

The New Era, the first copy of which appeared on Saturday, Sept. 23, 1865, was the third paper published in Manayunk. After continuing nearly a year it was merged into *The Independent,* and removed to Norristown, Pa.

The American Journal of Conchology, commenced in 1865, was published until 1872 by the members of the Conchological Section of the Academy of Natural Sciences.

Saturday Night is a literary weekly, published by its proprietor, James Elverson, at the northwest corner of Ninth and Spruce Streets. It was first issued by Mr. Elverson and his former partner, Robert S. Davis, on the 30th of September, 1865, from No. 108 South Third Street. The design of the proprietor originally was to make it chiefly of local interest, and to its literary features were added society gossip, letters from the people, notices of chess, billiards, and other games, criticisms on music and the drama, and whatever could be of general interest to the reader. It was a handsome and spirited journal, and rapidly rose in public favor, so much so, that the increasing circulation forced a removal to more commodious quarters at the northeast corner of Third and Chestnut Streets.

But the proprietors, after the experience of eighteen months, were not satisfied with their success, and looking into the future saw a more promising field for enterprise in the placing of their paper before the country in a purely literary character. After careful deliberation this step was taken, and with the issue of April 20, 1867, *Saturday Night* became emphatically a weekly literary journal, that was not to appeal in vain to the sympathy and taste of intelligent readers throughout the land.

A corps of able story-writers and novelists was se-

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cured, and serials, sketches, poetry, and brief essays combined to make its columns attractive. To bring it at once before the public, "supplements," containing several chapters of new stories, were printed and scattered broadcast throughout the country. This proved a most effective mode of advertising, and brought in subscribers by the thousands; while to win over the news-agents, Mr. Elverson traveled through every State of the Union, and obtaining the name and business card of each dealer, had them printed on a certain number of supplements, which were sent free for distribution in his locality. With these supplements were forwarded packages of *Saturday Night* for sale, the news-dealer having the privilege of returning, and having deducted from the bill all copies remaining unsold. This unprecedented liberality at once enlisted the self-interest of the agents, and from that time forward the success of the paper was assured.

In the spring of 1868 the proprietors purchased the large building at the southwest corner of Eighth and Locust Streets, and put in four first-class cylinder presses. Before the year closed two additional presses were required, the circulation having nearly doubled, and in 1869 another press was bought, and all seven were kept running day and night to print the edition, which had now become enormous, while an eighth press was ordered to run off three thousand copies an hour. This wonderful prosperity seemed to stimulate the proprietors to greater efforts, and in 1870 some ten million supplements (with the news-dealers' cards) were distributed to the seven thousand dealers handling their paper.

The career of *Saturday Night* thenceforward was successful and prosperous, and such as to add to the honor and fortune of its proprietors. In the latter part of 1878, Mr. Elverson bought his partner's interest in the paper, and at once proceeded to carry out his views of progress by further enhancing the value of the splendid property (of which he was now sole owner) and in starting new enterprises. The old and long-untenanted mansion at the southwest corner of Ninth and Spruce Streets was bought, and on its site Mr. Elverson erected one of the most spacious, convenient, substantial, and imposing buildings for the purposes to be found in the United States.

The Printers' Circular, devoted to typographical and lithographical matters, was started in March, 1866, as a monthly periodical, R. S. Menamin being the editor and publisher, at No. 36 Hudson Street. A sub-title was afterward assumed, "Stationers' and Publishers' Gazette." The present office is at Nos. 515 and 519 Minor Street.

The Philadelphia Abendpost, founded by Waldemar Cursch, in 1866, as a Republican paper, was the first German evening paper published in Philadelphia. Its first number was issued on New Year's day, 1866. On the first day of January, 1873, Friedlaender & Co. acquired the *Abendpost*, and it has been independent in politics since. It is published from Nos. 612 and 614 Chestnut Street.

The Evening Star, a daily afternoon paper, made its first appearance on April 2, 1866. It was printed on a single-cylinder Hoe press, capable at the most of printing fifteen hundred copies an hour; but there never was a day that the machine was not kept going from noon till six o'clock at night. In less than two weeks the new-comer had earned a welcome, and felt perfectly at home; and it was able to make this editorial announcement:

"In printing the *Star* we have struck a chord in the popular heart. The people at last see that a paper which costs but a penny, prints all the news, and instead of many columns of gab—what Carlyle would call wooh-wooh-ing and soo-sooghing of the wind—gives sharp, clear comments on men and things. The *Star* belongs to no clique. It is the organ of no party."

On July 29, 1867, the paper was enlarged to five columns and printed on a double-cylinder Hoe press, giving twice the capacity of the former machine. The circulation still kept rising, and on Feb. 29, 1868, the stereotyping process was employed for the first time, which, by means of duplicate plates of each page, again doubled the working capacity of the machinery, affording a speed of about six thousand papers an hour. As the supply of papers became more ample, the news-dealers and news-boys were prompt to avail themselves of the fact; so that before three months had passed, the necessity of much more rapid printing facilities became manifest; and an order was given for the construction of a Bullock perfecting press, a machine at that time in use by only one other paper in the city, the *German Democrat*.

On Aug. 30, 1869, the Bullock was started for the first time; and it has done faithful service from that day until the present time without rest or intermission, running out papers regularly at a rate of over twenty-four thousand copies an hour, and sometimes running incessantly from forenoon till late in the day, without fairly keeping pace with the demand,—though those, of course, were extraordinary occasions. Still, the necessary result of making a newsy, cheap, impartial journal, always brightly printed, was a continuously large circulation; and this in turn brought a gradually increasing pressure of advertising business.

Then double sheets were resorted to, as the next forward step. Originally they were published on Saturdays only, during the spring and fall trade seasons; but their popularity soon made them a necessity twice and even three times a week; and, as another way of securing additional space, much of the news was put in smaller type.

These expedients, however, failed to meet the exigency created by the wants of advertisers, and it became manifest that another enlargement, entailing entirely new machinery, was the only solution of the problem. The result was the purchase of a new Scott perfecting press, of the fastest possible capacity; and

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such is the machine on which the *Star* is printed to-day.

The following features concerning the development of *The Evening Star* are worth noting: It was the first penny evening paper started in the country after the war; it was the first afternoon paper in the city to stereotype; it was the first evening paper in the country, it is claimed, to use a perfecting press; it was the first evening paper in the city to run a Bullock press, of which a dozen or more are now in use here; and it was the first evening paper in Philadelphia to start a Scott printing-machine. The publishers are School & Blakely.

The Dental Times, a quarterly journal of dental science, edited and published by the faculty of the Pennsylvania College of Dental Surgery, appeared in July, 1866, and was discontinued in April, 1873. Volume seven was edited by James Truman; volume eight, by G. T. Barker; and volume nine, by E. Wildman and James Tyson.

The Chronicle-Herald is the combination of *The Evening Herald* and *The Evening Chronicle*.

The Evening Herald, a penny paper, had its first issue Monday, Aug. 27, 1866, from the corner of Hudson and Harmony Streets. Party feeling ran high, and the new journal was intended to reach the Democratic masses. It was received with favor, and on Jan. 1, 1868, was increased in size by the addition of a column to each page, with a proportionate increase in length. April 13, 1867, the publication-office was removed to 708 Market Street, thence, in March, 1868, to the southeast corner of Fourth and Chestnut Streets, and the next year to 105 South Fourth Street. The high price of printing-paper and the limited capital of the owners interfered greatly with the enterprise required to compete with the opposition journals, and on March 20, 1870, the *Herald*, by purchase, became the property of Dennis F. Dealy. He instituted many new features, which were duly appreciated by the public; the carriers' circulation became very large, and to increase the facilities, Mr. Dealy removed the office to No. 23 South Seventh Street, Nov. 12, 1870, and purchased a large double-cylinder press. Close application to business injured Mr. Dealy's health so greatly that by advice of physicians he relinquished journalism, and, June 23, 1873, sold the *Evening Herald* to Barnholt & Hazleton, two Western gentlemen, who associated with them as business manager A. E. Smythe, and the paper was made independent of politics. The next year the publication-office was removed to 27 South Seventh Street, and the price of the paper increased to two cents. Too many wild schemes brought trouble, and the services of the sheriff became necessary. He sold the *Herald*, together with the *Sunday Press*, owned by the same management, at public sale Nov. 28, 1877, Dennis F. Dealy becoming the purchaser. He combined it with the *Evening Chronicle* and issued both as the *Chronicle-Herald*.

The *Evening Chronicle* was originally the *Germantown Chronicle*, a weekly, started in Germantown by Dr. Tingley in 1868. The following year it was purchased by G. Wharton Hamersly, who, in October of that year, converted it into a daily afternoon newspaper, independent in politics, but with a leaning toward Democracy. The next year it was changed to a morning paper, and continued to be published in Germantown until May 1, 1874, when the office was removed to the city, at 23 South Seventh Street, and the time of issue changed to the afternoon. July 1st the office was removed to 21 South Seventh Street, and Oct. 19, 1874, the *Evening Chronicle* was purchased by Dennis F. Dealy, who at once made it a stalwart Democratic organ. The election of that year was a tidal-wave, and the *Chronicle* was given a boom, being at that time the only daily Democratic newspaper in the city published in the English language. As before stated, the *Chronicle* and *Herald* became united Nov. 28, 1877, as the *Chronicle-Herald*, and continued to be published at 21 South Seventh Street until Nov. 1, 1882, when the office was removed to its present quarters, No. 719 Chestnut Street.

The Bulletin of the American Iron and Steel Association was first published in 1866. It contains eight pages of matter, and is issued each Wednesday, from No. 261 South Fourth Street.

The Catholic Standard, published by Hardy & Mahoney, every Saturday, at No. 505 Chestnut Street, was first issued in 1866.

The Children's Friend, a monthly juvenile paper, containing thirty-two pages, was first issued in 1866, and is published at No. 1020 Arch Street, by the Friends' Book Association of Philadelphia.

The Christian Statesman, a weekly evangelical paper, is published on Thursdays, at No. 1520 Chestnut Street, having been founded in 1866.

The American Naturalist, published monthly by McCalla & Stavely, is the leading organ of the natural sciences in the United States. It is in its eighteenth year of publication, having been established in January, 1867. Its editors-in-chief, Professors A. S. Packard, Jr., of Providence, R. I., and E. D. Cope, of Philadelphia, are known throughout the scientific world. The magazine has eleven departments, and the sub-editors in charge of their specialties reside in different portions of the United States. Three are in Philadelphia, one in Boston, two in Washington, one in Providence, one in Iowa, and one at Ann Arbor, Mich. A special feature is the preference it gives to American work and workers. It claims to be the only magazine in the world that keeps its readers *en rapport* with the work of Americans in the field of the natural sciences. Three new departments have recently been added to it, those of mineralogy, physiology, and psychology. Its typographical dress and illustrations are of the best. Throughout it is not only scientific, but popular, so as to interest not only specialists, but the general reader and the young

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naturalist. The leading scientists of the country write for its columns, and it is to the credit of Philadelphia that so sterling and leading a scientific publication should have its home in this city, and be conducted with such ability and success. It is published at Nos. 237–239 Dock Street.

The Guardian Angel was started in January, 1867, by Daniel F. Gillin, James P. McGuigan, and Martin I. J. Griffin as publishers, and was edited by Revs. James O'Reilly and William F. Cook. It was then the only publication for Catholic children in the United States.

The first number was issued from the old United States Hotel, and the publishers, in 1868, bought the printing-office at No. 701 Chestnut Street. They continued there for seven years, meeting with much success.

The Guardian Angel is now published by Daniel F. Gillin at No. 717 Sansom Street, is edited by John Arthur Henry and Daniel F. Gillin, is issued monthly, and has a large circulation.

The Proof-Sheet, issued by Collins & M'Leester, type founders, No. 705 Jayne Street, was published for the first time in July, 1867. It was printed bimonthly, on tinted paper, each number containing sixteen pages. It was chiefly devoted to matters typographical and bibliographical. In 1870–72 there were published in *The Proof-Sheet* a series of valuable historical articles upon the contemporary newspapers of Philadelphia, chiefly daily, prepared by Eugene H. Munday, who was the editor of the paper.[1]

The Keystone, the only Masonic weekly newspaper published in Pennsylvania, and, with one exception, the only one published in the United States, was first issued, July 20, 1867, by William A. Maas, and is now in its seventeenth year of successful publication. In 1868 it was purchased by McCalla & Stavely, a long-established Philadelphia publishing and printing-house, then fifty years old, who shortly after obtained from the Legislature of Pennsylvania a charter for the Masonic Publishing Company, and since that time this company has been the publishers and proprietors of *The Keystone*. The paper has had able editors from the outset. The late Rev. Robert H. Pattison had charge of its editorial columns for a time. He was succeeded by Richard Vaux, of the Philadelphia bar, and since 1870, Clifford P. MacCalla, also a member of the Philadelphia bar and the present Junior Grand Warden of the Grand Lodge of Free and Accepted Masons of Pennsylvania, has been its editor. It is acknowledged to be leading exponent of Freemasonry in the United States, and has a wide circulation in Great Britain and the English possessions, as well as in America. It is issued in a handsome eight-paged sheet, and includes both general literary and Masonic reading-matter. Since there are thirty-six thousand Freemasons in Pennsylvania, and five hundred and ninety thousand in America, there is a wide field of usefulness for such a journal.

The American Journal of Homœopathic Materia Medica, edited by Dr. C. Hering and Dr. H. N. Martin, was issued for the first time in September, 1867, and continued until August, 1871, the last number being issued in that month. The publisher was A. J. Tafel. In the following month was commenced the *American Journal of Homœopathic Materia Medica and Record of Medical Science*, edited by A. R. Thomas, and published by J. M. Stoddart & Co.

The Philadelphia Post, a daily morning newspaper, made its first appearance as *The Morning Post* on Oct. 7, 1867, without previous announcement. It was established by a number of enterprising journalists of strong convictions and indisputable ability. They were John Russell Young, John Davis Stockton, James Rankin Young, Charles McClintock, and James McConnell. Mr. Stockton was made editor-in-chief, and Mr. McClintock was selected as the business manager. In August, 1868, the latter was succeeded by John M. Carson. For some time after its institution the affairs of the *Post* were prosperous, but the capital invested in it proved to be insufficient to maintain it in the character it had assumed long enough to assure its success as a business venture. Finally, in the latter part of 1870, the Philadelphia Post Publishing Company was incorporated, and the *Post* establishment passed under its control in January, 1871. The title was changed to *The Philadelphia Post*, the object being to give it a more specific local character than it had previously possessed. During its brief career—for it was suspended a few years subsequently—the *Post* was conducted by as strong an editorial staff as any paper in the city. Every department was under the supervision of an experienced journalist. The original publication-office of the *Post* was at No. 740 Sansom Street, and in May, 1868, the office was removed to No. 32 South Seventh Street.

The Sunday Republic was commenced by Aaron K. Dunkel, Nathan S. Hales, Thomas S. Keyser, and Thomas W. Swain. Messrs. Dunkel, Hales, and Keyser were engaged as compositors on *The Press*, while Mr. Swain held a similar position on the *Morning Post*. The first publication office was at No. 111 South Third Street, the composing-room being in the building in the rear of No. 132 South Third Street, and the paper printed on the press of the *North American*. After some years the office was removed to the south side of Chestnut Street, below Fourth. It is now situated at No. 38 South Seventh Street. The original firm remained intact until 1878, when Mr. Dunkel withdrew, the title of the partnership becoming Hales, Keyser & Swain. Mr. Dunkel continued as one of the proprietors, however, until Jan. 18, 1884, when he disposed of his interest in the establishment to his partners. Mr. Dunkel was a member of the Pennsyl-

[1] In the preparation of this chapter the writer has had occasion to make use of a portion of Mr. Munday's material, for which due credit is here given.

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vania State Senate from the Sixth District for two terms, and was, in 1878, elected Secretary of Internal Affairs of the commonwealth, his term of service expiring in May, 1883. The *Sunday Republic* has for years been under the efficient editorial direction of J. Robley Dunglison, son of the distinguished Professor Robley Dunglison, and maintains a high position among the journals of the city.

The Christian Standard and Home Journal, issued every Saturday from No. 921 Arch Street, is published in the interests of the Methodist Episcopal Church, and has a very large circulation. The first issue of the paper was in 1867.

The Camp News, a twenty-four-page journal, issued monthly, was commenced in 1867, is devoted to the interests of the order of the Sons of America, and is issued from No. 524 North Sixth Street.

The Philadelphia Trade Journal, a commercial newspaper, issued every Monday, was printed for the first time in 1867, and is published at No. 236 South Fifth Street.

The Busy Bee, issued monthly in the interests of the Lutheran Church, was published for the first time in 1867.

Lippincott's Magazine was established in 1868, and has always maintained a high reputation as a literary and popular miscellany. While fiction, in the form of serials and short stories, holds a prominent place in its pages, it has attracted particular notice by its sketches of travel and adventure, studies of life and character, and articles on natural history and similar topics, written with the freshness that comes from personal observation and experience, in a lively style, and with abundant anecdotical illustration. The editorial departments—"Our Monthly Gossip" and "Literature of To-Day"—are managed with skill and critical taste, and the general character of the magazine, as described by the *New York Tribune* and other authorities, is that of being "eminently readable."

Many novels which have attained a high reputation were originally published in *Lippincott's Magazine*. Among them are George Macdonald's "Malcolm" and "The Marquis of Lossie;" William Black's "Princess of Thule" and "Strange Adventures of a Phaeton;" "Dallas Galbraith" and "A Law unto Herself," by Rebecca Harding Davis; "Adam and Eve," by the author of "Patty;" "The Vicar of Bullhampton" and "Sir Harry Hotspur," by Anthony Trollope; "The Atonement of Leam Dundas," by Mrs. Lynn Linton; "Through Winding Ways," by Ellen W. Olney; and "The Jewel in the Lotos," by Mary Agnes Tincker. During the Centennial year a series of illustrated articles, under the title of "The Century, its Fruits and its Festival," by E. C. Bruce, ran through the magazine, and were afterward republished and widely circulated in book-form. Similar republications from its pages have been "The New Hyperion," by Edward Strahan; "Summerland Sketches" and "Zoological Curiosities," by Dr. Felix L. Oswald; and various works of travel. Articles on medical and physiological subjects, by Drs. S. Weir Mitchell, H. C. Wood, W. M. Hunt, C. W. Dulles, and other eminent members of the profession, and a series of papers on "Evolution," by Professor E. D. Cope, have been among the weightier contributions to the magazine; while its lighter and more characteristic attractions have included the short stories of Ouida, all of them originally published in *Lippincott's*, and considered by some critics her finest productions; admirable sketches of negro life, by Jennie Woodville; many striking tales by Sarah Wister Kellogg, M. H. Catherwood, Mrs. J. H. Burnett, Lizzie W. Champney, and numerous other writers; with sketches of various kinds by contributors whose names are familiar to the reading public. Poetry, while not so conspicuous a feature as in some other magazines, has been well represented, the contributions in verse including productions by Longfellow, Swinburne, George H. Boker, Bayard Taylor, Sidney Lanier, Emma Lazarus, Frances Anne Kemble, R. H. Stoddard, C. G. Leland, H. H. Boyeson, and others. The first editor was Lloyd P. Smith, librarian of the Philadelphia Library, who was succeeded in 1870 by J. Foster Kirk, author of the "History of Charles the Bold," and editor of Prescott's Works. The typographical execution of the *Magazine* combines with its literary excellence to render it a worthy representative of the great publishing house whose name it bears.

The Druggists' Reference, a monthly folio, published by Iredell & Co., appeared in January, 1868, but did not live long.

The Frankford Gazette, formerly the *Holmesburg Gazette*, was commenced in the spring of 1868, by William F. Knott, who continued to publish it until Oct. 1, 1883, when he disposed of his interest to James France. The *Gazette* was commenced and continued to remain as a thoroughly independent local paper. The originator of the enterprise commenced publishing the paper without *one cent of capital* (borrowing enough to purchase the white paper for the first issue), renting type, etc., and doing the entire work connected with its publication for the first six months himself. The *Gazette* is published every Friday at the southwest corner of Main and Church Streets, Frankford.

The Architectural Review and American Builders' Journal had its inception in 1868, conducted by Samuel Sloan, and published by Claxton, Remsen & Haffelfinger. It lived three years.

The Daily Globe, a morning penny paper which had but a year of life, was first published on Oct. 6, 1868, by Henry H. Holloway, at the northwest corner of Seventh and Chestnut Streets. It was intended to be "strictly neutral in politics, uniformly unsectarian in its religious intelligence, and thoroughly impartial in its discussions of all topics of general interest."

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The People's Magazine is published monthly, at No. 915 Arch Street, by P. W. Ziegler & Co. The first number was issued in October, 1868. It is literary in its character, containing choice stories, interesting and useful information, etc.

The Young People's Magazine, published monthly, made its appearance in 1868, and was in existence until 1880.

Our Own Home, a monthly family journal, comprising twenty pages, was issued for the first time in 1868.

The United States Review, a semi-monthly publication, devoted to insurance subjects, was first issued in 1868, and is still published at No. 406 Walnut Street.

The Dental Office and Laboratory, a monthly journal of dental intelligence, published by Johnson & Lund, was commenced in 1868, and closed its career November, 1872.

The Chronicle and Advertiser, the fourth newspaper published in Manayunk, was first issued Jan. 1, 1869, by James Mulligan, at No. 105 Grape Street, Manayunk. Its office is now at the corner of Main and Levering Streets. For many years the paper was printed in the city, at various places, but is now printed as well as issued from its own type and press at its own office.

The Legal Gazette came into existence July 2, 1869, as a weekly journal, published by King & Baird, at Nos. 607–609 Sansom Street. It suspended publication June 1, 1876.

The Day made its appearance on Nov. 4, 1869, the publisher being Alexander Cummings, who established the *Evening Bulletin* in 1847. *The Day* was originally a morning paper, and was issued for one cent, from the northwest corner of Sixth and Chestnut Streets. In his salutatory, the editor said, "To-day we give to Philadelphia a new newspaper. Entering into no rivalry—certainly no offensive rivalry—with existing journals, we propose to furnish to this community, whose intellectual necessities are growing with its material growth, a new organ of independent action." *The Day* began its career with a full and able corps of editorial writers, which included, as occasional contributors, several of the foremost scholars of Philadelphia. Charles N. Pine was the principal editor, until H. H. Cobb (now at the United States Mint), who had been engaged for this position a long time before *The Day* was started, was ready to enter upon its duties. Mr. Pine, however, remained upon the editorial staff of the paper for many years. Besides Messrs. Cobb and Pine, D. Brainerd Williamson, Lawrence W. Wallazz, and Harry Brown were regularly engaged as assistant and news editors. Editorial matter was also furnished by William B. Reed, Joseph J. Reed, and others. The local department was in charge of William P. Cunnington, the financial department was supervised by Stephen N. Winslow and William F. Palmer (of the *Commercial List*), and the business department was under the management of James S. Chambers. In January, 1872, *The Day* was purchased by Lewis C. Cassidy. On the 5th of the following month it was converted into an afternoon paper. Mr. Chambers assumed full control of the business department of the paper, while Mr. Pine became editor-in-chief. After a further existence of a few years, *The Day* was discontinued.

The Travelers' Official Railway Guide, issued monthly, came into existence in 1869. It is of great value to tourists and to the general public.

Scattered Seeds, a juvenile publication, issued monthly, originated in 1869, and is published by the Friends' Book Association of Philadelphia, at No. 1020 Arch Street.

The Building Association and Home Journal has been published monthly since 1869, and is devoted to the interests of the building and loan associations of the city.

The Business Advocate and Price Current, a commercial journal issued every Thursday, is published at No. 727 Sansom Street, and dates back to 1869.

Public Opinion, a journal of Republican proclivities, has been published every Saturday since 1869.

The Underwriter, a fifty-two-page journal, published monthly, devoted to insurance interests, came into existence in 1869, and is published at No. 329 Walnut Street, by S. E. Cohen.

The Baptist Teacher was first issued in January, 1870. It is edited by P. S. Henson, D.D., who is assisted by Edward G. Taylor, D.D., Dr. C. R. Blackall, and Mrs. M. G. Kennedy, with an able corps of contributors; it is entitled to a place in every Baptist home. It is published by the American Baptist Publication Society, No. 1420 Chestnut Street.

Our Once-a-Week Visitor was established at Manayunk, by Josephus Yeakle, March 24, 1870. It met with very considerable success, but was suspended October 27th of the same year, the proprietor having determined to publish a larger paper and under a different title. In accordance with this purpose *The Manayunk Sentinel* was established the following week.

The Record made its first appearance on the morning of the 14th of May, 1870, as the *Public Record*. It was a four-page, twenty-four-column sheet. In typographical appearance it resembled the *Public Ledger*. The design of its proprietor, William J. Swain, a son of William M. Swain, one of the founders of the *Ledger*, was to compete with that paper, and for seven years Mr. Swain adhered to his original idea of supplanting it.

A boom was started for the paper in September, 1874, by the enlargement of each page to seven columns. Arrangements were made with one Lloyd, a map publisher, to supply each yearly subscriber with a map of the United States. A generous commission was paid to canvassers for each subscriber obtained by them, and a small sum was paid Lloyd for every name

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[illegible] monthly, at [illegible] ler & Co. The [illegible] 1868. It is liter[illegible] stories, inter[illegible].

[illegible] Magazine, published [illegible] and was in [illegible].

Our Own [illegible]

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The Legal Gazette [illegible] weekly [illegible] on June 1, 18[illegible]

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added to the subscription-lists. This had the effect of swelling the circulation to one hundred and two thousand copies daily. This success was short-lived. It was soon discovered that many of the names returned by the canvassers were fictitious, whereupon Lloyd refused to distribute all the maps. Mr. Swain claimed that the refusal of Lloyd to carry out the contract had injured him to such an extent that he entered suit for sixty thousand dollars damages. Pending the adjustment of this suit the circulation of the *Public Record* fell off with the same rapidity as it had advanced.

In 1877, Mr. Swain sold the *Record* establishment to a stock company, in which William M. Singerly had a controlling interest. The character of the paper was entirely altered, its name was changed to *The Record*, its price was reduced from two cents to one cent, its pages were brightened with display headlines, and every effort was made to present to the community a sheet attractive in appearance and full of news. The idea of printing a one-cent daily, containing all the doings of the hour, was stamped by experienced publishers as a practical impossibility, they alleging that the price received, after deducting for agents' profits, would not pay for the white paper on which the news was printed. It was argued that the larger the circulation the greater would be the loss. Yet *The Record* lives. It pays a handsome profit, and aims to merit the support which the people have given.

In the fall of 1879, Mr. Singerly purchased the entire stock of the paper. The size of the Saturday issue was doubled, and the extra space filled with the cream of the exchanges, while special prominence was given to the "Religious," "Agricultural," "Sporting," "Household Knowledge," and other departments. In 1882 a Sunday edition was issued, the initial number being printed on June 25th.

The printing machinery which was in use when the paper was purchased from Mr. Swain was replaced with two new Hoe perfecting presses, each having a capacity for printing thirty thousand copies an hour. Even these were insufficient, and two additional Hoe presses have been added to the stock, so that the establishment is equipped with machinery for turning out one hundred thousand single copies of *The Record* in one hour.

The recent management of *The Record* has been characterized by many evidences of journalistic enterprise. The exposure of the wholesale theft of dead bodies and the wholesale robbery of the city by the coroner's employés, published in the summer of 1879, gave the paper a character for fearlessness. And when, in 1880, the misdoings of the bogus medical colleges were thoroughly sifted and the malefactors brought to justice, the journal was made the recipient of the thanks of the entire people.

For many years the publishing office was established in the building at the southwest corner of Third and Chestnut Streets, but soon after Mr. Singerly assumed the direction of the paper, steps were taken toward securing more commodious and more modern quarters. The old Markoe property on Chestnut Street, adjoining the new post-office, built in 1809–11, a famous family mansion in its day, was purchased, the building thereon was torn down, and a massive granite structure was speedily erected, *The Record* being issued from it for the first time on Monday, June 19, 1882. The building is a splendid specimen of architecture, and it is one of the finest newspaper establishments in America. The structure is six stories in height, besides a basement extending underneath the entire property. The building, constructed at a cost of two hundred thousand dollars, has a front on Chestnut Street of fifty feet, and is built of Fox Island granite. A series of piers and lintels, hewed in apparent strength, rise tier over tier to a height of ninety-six feet. The openings are large, most of them having square heads. The pilasters of the piers are fluted at intervals, and the raised panels on the lintels are polished, and the coves embellished with a series of carved leaves in relief, extending entirely around the front of the building. Above the main entrance opening into the ground floor corridor there is a semicircular projection, upon the polished surface on which is carved the word "RECORD." The entrance leading to the ground-floor corridor is guarded on each side by a group of triple columns in two sections, each column being sixteen inches in diameter, surmounted by projecting massive piers which batten to the pilasters above. These pillars are of polished dark-blue Quincy granite. The space between the face of the pedestals upon which the columns rest gives a recess entrance of six feet. One of the handsomest of the details of the general plan is in the embellishment of the capitals of these doorway columns, which are carved in graceful grouping lines, springing naturally from the stone, and designed to represent an interlacing succession of easily-curving leaves. The massive front doors of this corridor swing upon great brass hinges of unique and elaborate design. These doors are heavily and richly paneled and carved, and embellished with brass mountings of various designs, the brass used in the construction and adornment of the doors costing seven hundred dollars. From the lintels of the fifth story massive bond stones extend through the wall and project from the face of the pilasters, to receive four polished columns, seventeen inches in diameter, which are united to the wall by two bond stones between the base and cap. The columns are finished below the bond stone upon which they rest in pendants of graceful design. They support two brackets which receive the cornice below the tower, the appearance being not of pendent but of supporting columns. The building is surmounted by an ornamented balustrade, original in design and artistic in finish. A tower rises forty-one feet from the cornice, thus making an altitude from the foundation

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to the top of the complete structure of one hundred and thirty-seven feet. The corridor on the lower floor is elaborately finished in marble and plaster. The cornice moulding from the ceilings is of plaster cast, as well as the wall coverings, which are handsomely frescoed. The floor is tiled with Vermont white marble, Glens Falls black marble, and Champlain red marble. The sides of the corridor, as well as a border along the broad stairway, are wainscoted four feet six inches with Glens Falls black marble, French gray marble (the latter from the Isle La Motte (Swanton dove color), and Birgdilla and Swanton chocolate marbles. The artistic arrangement of these wainscoting marbles shows what beautiful effects can be produced by arrangement and contrast of color in marble as well as in anything else. The business office is upon the first floor, as is also Mr. Singerly's private sanctum. The editorial department occupies the entire fifth story of the building, while the composing-room takes up two-thirds of the sixth floor. The engine- and press-rooms are situated in the basement. The remainder of the building is occupied as private business offices, etc. It is claimed that *The Record* has the completest newspaper establishment in the country. The handsome quarters, the electric lights, the elevator, and other features have been designed with regard solely to the comfort and convenience of the employés. Pneumatic tubes whirl the news from the telegrapher's desk at Tenth and Chestnut Streets to the news editor's desk in twenty-eight seconds, thereby saving much valuable time, particularly in the early morning. The stereotyping machinery turns out a pair of plates ready for the press in ten minutes after the forms have been closed. The four Hoe perfecting presses, as already stated, have a capacity for throwing out one hundred thousand copies an hour, and the *Record's* paper-mill makes five tons of paper every day. If stretched out in one continuous line, the copies of *The Record* printed and sold in one week would cover a length of seven hundred and seventy-two miles, Saturday's issue alone reaching one hundred and thirty-two miles.

Many evidences of prosperity characterize the management of *The Record*, and every indication leads to the belief that its recent and present phenomenal success will be long continued.

The present editorial staff of *The Record* comprises the following: Editor-in-chief, Theodore Wright; financial editor, Charles M. Town; managing editor, M. M. Gillam; telegraph editor, A. S. Chambers; commercial editor, Howard Austin; railroad editor, C. D. Crutchfield; associate editors, J. H. Filler, W. R. Lesher, and W. N. Lockington; and city editor, John Norris.

William M. Singerly, the publisher of the *Record*, was born in Philadelphia, on the 27th of December, 1832. He is the eldest son of the late Joseph Singerly. Mr. Singerly graduated from the High School of this city in 1850, and immediately entered mercantile life. After ten years passed amidst commercial surroundings he was called to the management of the Germantown Passenger Railway, in which his father was a large stockholder. The sagacity, energy, and ability which characterized Mr. Singerly's administration of the affairs of this road were so marked that toward the close of his father's life he controlled the line absolutely.

At the time of his father's death, in 1878, Mr. Singerly came into possession of some fifteen thousand shares of the Germantown Passenger Railway stock, appraised at $750,000. As a result of his superior management he disposed of this stock for $1,500,000.

On the 1st of June, 1877, Mr. Singerly secured control of *The Philadelphia Record*. The almost incredible progress made by this journal under Mr. Singerly's liberal management has already been referred to.

Mr. Singerly has, however, not given his time of late to journalism alone. Other important enterprises have also engaged his attention. In 1873, four years prior to his advent into the newspaper world, he purchased sixty-eight acres of ground on the Wissahickon Creek, above Gwynedd Station, on the North Pennsylvania Railroad. Here has been gradually established a magnificent stock-farm, where can be found the purest breed of Holsteins, and the finest of Cotswolds and Southdowns. The farm, which now comprises six hundred acres of land, is furnished with all modern machinery and appliances necessary to its complete development.

Mr. Singerly's attention is also largely absorbed at the present time with extensive building operations; probably the most extensive ever inaugurated in Philadelphia by one person at any one time. He is engaged in the erection of several hundred houses, approximating a thousand, upon a tract of land in the Twenty-eighth Ward of this city, comprising in all about eighty acres, lying between Seventeenth Street and Islington Lane and Diamond and York Streets. Over two million five hundred thousand dollars worth of improvements have already been made within the past five or six years.

Among other enterprises in which Mr. Singerly has heavy financial interests may be enumerated the following: The Brighton Knitting Mills in this city; a gleaner and binder factory at Norristown, in this State; a paper-mill at Fair Hill, Cecil Co., Md., and various other operations of vast magnitude.

The Episcopal Register, published by McCalla & Stavely, is the only newspaper issued weekly in the interest of the Protestant Episcopal Church in Pennsylvania. It represents the three dioceses of Pennsylvania, Central Pennsylvania, and Pittsburgh, and has the confidence and approval of Bishops Stevens, Howe, and Whitehead. It is in its fourteenth year of publication, having been established in May, 1870. The Rev. Dr. Childs and Clifford P. MacCalla were the first editors, and were succeeded by the Rev. Dr.

Truly yours Wm Singerly

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C. George Currie and the Rev. S. D. McConnell. The present editor is the Rev. W. F. C. Morsell, who is aided by a large staff of regular correspondents and special contributors, the Rev. Thomas L. Franklin being city editor. This paper is an able exponent of the important church which it represents, is conservative in tone, and all of its departments are distinguished for brightness and substantial worth.

The Medical Independent, devoted to domestic medicine, physiology, hygiene, science, arts, and information for the people, was commenced as a weekly in June, 1870. Three volumes, and a portion of a fourth, were published, edited by William Paine. A periodical with the same title, and practically the same sub-title, was commenced on May 1, 1872, as a semi-monthly folio journal, which was virtually a continuation of the first named. It was edited by R. H. Kline and A. H. Lindley.

The Philadelphia Medical Times was issued for the first time in October, 1870. The first editor was Dr. Edward Rhoads, but sickness prevented him from doing any work upon it, and until his death, which occurred Jan. 15, 1871, it was conducted by Dr. William Pepper, at the present time provost of the University of Pennsylvania. Dr. Pepper continued in charge for a short period, but Drs. James H. Hutchinson and James Tyson jointly assumed control before the expiration of the first year. Dr. John H. Packard was made editor upon the resignation of Dr. Hutchinson, in August, 1872, and conducted it until June, 1873, when he was succeeded by Dr. Horatio C. Wood, who continued in charge until October, 1883. Dr. Frank Woodbury became connected with Dr. Wood in the editorial management in March, 1882, and in October, 1883, he took complete editorial control.

The *Medical Times* was issued semi-monthly during the management of Drs. Rhoads, Pepper, Hutchinson, Tyson, and Packard. It was in October, 1872, changed to a weekly, but in September, 1875, was again changed to a bi-weekly, which it is at present. It is issued every other Saturday, and contains thirty-six to forty pages of original lectures, original communications, notes of hospital practice, translations, editorials, leading articles, special correspondence, reports of medical societies, reviews, gleanings, miscellany, notes and queries, and army and navy news. It is published by J. B. Lippincott & Co., at Nos. 715 and 717 Market Street.

The Photographic Review of Medicine and Surgery, a bi-monthly illustration of interesting cases, accompanied by notes, was commenced in October, 1870, and concluded in 1872. It was published by J. B. Lippincott & Co., the editors being Drs. F. F. Maury and L. A. Duhring.

The Manayunk Sentinel came into existence Nov. 5, 1870, Josephus Yeakel editor and proprietor. At the present time the *Sentinel* is issued from Nos. 4402–4406 Cresson Street, Manayunk. With the issue of Nov. 7, 1879, it was considerably increased in size, and its position among the suburban papers of the city is excelled by no journal.

The Christian Woman, a monthly publication, was originally issued in 1870, Mrs. Annie M. Wittenmyer being the editor. By 1873, so successful had been its brief career, it had reached a circulation of sixteen thousand, but the panic in the fall of the year seriously affected its income. In 1881 it was sold to a Germantown printer; but it did not succeed in recovering its former prestige, and was discontinued for some time in 1883. Recently, however, it passed under the control of William Syckelmoore, No. 1420 Chestnut Street, who is succeeding in making it a first-class journal. Mrs. Wittenmeyer is now the assistant editor.

The Penn Monthly was started in 1870 by an association of young men, graduates of the University of Pennsylvania, who wished to do something for the promotion of a pure and earnest literature in Philadelphia, and indirectly to show what the University had been, and, still more, what it might be, in relation to the social life of the city and the discussion of public questions. A committee of editors was appointed, and the stock was disposed of among their own number. By degrees the other editors fell off, and Professor Robert E. Thompson, of the University, remained in charge alone, and so continued until the transfer of the magazine to the Society of the Alumni in 1881. For some time before this transfer the magazine had been issuing a supplement, called *Weekly Notes*. This grew into a weekly paper by October, 1880, and was called *The American*, under which name it still is published, with Professor Thompson as editor. Finding the management of both too much for one man, the proprietors of the magazine effected its transfer; but the new publishers relinquished it after publishing it for several months. The *Penn Monthly* was in its principles American, Republican, Protectionist, and progressive. The first proposal of Mr. Garfield as a candidate for the Presidency was made in its issue of July, 1879. Its serious character and the ability shown in its management enlisted the praises of Mr. Lowell, Mr. Longfellow, Mr. Whittier, and other eminent men of letters. Its circulation never was large, but the list of its *bona fide* subscribers was remarkable as showing the quality of the audience it commanded. While advocating definite political principles, and stanch in its loyalty to the Christian religion, it was tolerant of discussion, and opened its pages to writers whose convictions differed widely from those of its managers. Its articles generally were signed by their authors.

The Playbill, which originated in 1870, was published daily, except Sunday, for ten or eleven years, when it came to an end. It was devoted to matters dramatic and operatic.

The Stage, a theatrical paper, was started in 1870, and continued daily, except Sunday, until 1881.

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The Advocate of Christian Holiness, a monthly religious publication, evangelical in its character, was founded in 1870, and is still in existence.

The Junior American Mechanic, issued monthly, was published for the first time in 1870.

The National Independent, a weekly journal, edited by W. Y. Leader and William Paine, was commenced in 1870, C. H. Leader & Co. being the publishers, and was in existence two or three years.

The Photographic World, a royal octavo publication, was begun in January, 1871, by Benerman & Wilson, and edited by Edward L. Wilson.

The Medical Cosmos, a monthly abstract of medical science and art, had its inception on May 15, 1871, George J. Zeigler editor and proprietor, and was discontinued in October, 1872.

The Guide, a weekly paper published in Germantown, was projected by the present editor, William U. Butcher, who was connected with the *Germantown Telegraph* for a period of nearly twenty-four years. It was first issued Dec. 21, 1871, under the firm-name of W. H. Bonsall & Co., and has been conducted without any change whatever in its management down to the present time. Both the publisher and editor, who comprise the firm, are outgrowths of the old newspaper office referred to. *The Guide* has always been an independent local sheet, mainly devoted to temperance and municipal reform.

The Bible Banner, originated in 1871, is published by the Bible Banner Association, at No. 506 Minor Street, every Thursday.

The American Historical Record, an illustrated magazine, edited by Benson J. Lossing, and published by Chase & Town at No. 142 South Fourth Street, had its origin in January, 1872. In January, 1875, having passed into the hands of John E. Potter & Co., the title was changed to *Potter's American Monthly*, and its character became that of a general literary magazine. In this form it was published until September, 1882, inclusive, and was then merged into *Our Continent*, established in that year.

The Philadelphia Volksblatt, a German morning paper, is published by the Philadelphia Volksblatt Publishing Company. Its first number was issued at No. 1226 North Fourth Street, on Monday, Jan. 8, 1872, as an independent Democratic paper. It soon won so many friends, especially among the German Catholics, that the publishers deemed it necessary to secure more commodious quarters in the centre of the city. In consequence, on the 31st of December, 1875, the office was removed to No. 23 South Seventh Street, where the paper is published to-day. Since the date of removal the *Volksblatt* has largely increased in circulation and influence. The present manager is Jacob Kirchem; the editors are Dr. Joseph Bernt and E. W. Ditges.

Archives of Science and Practical Medicine and Surgery, edited by C. E. Brown-Sequard and E. C. Seguin, a monthly publication, was started in January, 1873. Two numbers only were issued in Philadelphia, the publishers being J. B. Lippincott & Co., when it was removed to New York.

Our Little Ones is published weekly by the American Baptist Publication Society, at No. 1420 Chestnut Street. As its name implies, it is for the very little people in the primary class and the nursery. It was first issued in January, 1873, and has gained a very large circulation.

The I. C. B. U. Journal is the official organ of the Irish Catholic Benevolent Union of the United States, and is devoted to the interests of that organization and to the affairs of all Catholic societies. It was established in March, 1873, by Griffin & White. Since Jan. 1, 1877, the publisher and editor has been the national secretary of the Irish Catholic Benevolent Union, Martin I. J. Griffin. The office of publication is at No. 711 Sansom Street. The journal is now publishing "Catholicity in Philadelphia," a sketch of the Catholic Church in this city.

The Centennial was first issued in April, 1873, by H. W. Crotzer, at No. 521 Chestnut Street, as a monthly publication devoted to subjects connected with the Centennial celebration of 1876, and to general topics, local and national.

Paine's Journal of Domestic Medicine, a monthly periodical, commenced in April, 1873, under the editorial direction of Dr. William Paine, had a brief career.

The Nord Amerika, a German weekly newspaper, published by the Nord Amerika Publication Society, issued its first number on Sept. 13, 1873. It is strictly Catholic, and has a wide circulation, not only among the Catholics of Philadelphia, but those of the whole United States. The present publication-office is at No. 23 South Seventh Street. *The Nord Amerika* is published for the benefit of the St. Vincent Orphan Asylum of Tacony, and issued on Saturdays.

The Journal, an eight-page weekly paper, published in the interests of the Society of Friends, was started in 1873, and is also dated at Lancaster, Pa.

The Grocers' Price-Current, published at No. 109 South Street, was first issued in 1873, is a trade journal of sixteen pages, and has been prosperous from the outset.

The Traveler and Every Saturday, which is published at No. 126 South Second Street, was first issued in 1873, and is an independent weekly paper.

The Westminster Teacher, first issued in 1873, is published at No. 1334 Chestnut Street, by the Presbyterian Board of Publication, and devoted to Sunday-school work.

The Sunday Tribune was first issued on Sept. 13, 1874, from No. 21 South Seventh Street, and edited by William Moran. Its career was short.

Weekly Notes of Cases "argued and determined in the Supreme Court of Pennsylvania, the County Courts of Philadelphia, and the United States District and Circuits for the Eastern District of Pennsylvania,"

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was first issued Oct. 1, 1874. The publishers are Kay & Brother, Nos. 17 and 19 South Eighth Street. The late Elias Boudinot edited it for a time, and was replaced by Albert A. Outerbridge, who still continues.

The Monthly Abstract of Medical Science was established in 1874 by Henry C. Lea, who already published the *American Journal of the Medical Sciences* and the *Medical News*. It was under the editorial supervision, as were also the two periodicals named, of Drs. Isaac Hays and I. Minis Hays. In 1880 the *Monthly Abstract* and the *Medical News* were consolidated under the title of the *Medical News and Abstract*. In 1882 the journal became the *Medical News* simply.

The Cash Grocer, a weekly trade journal, issued every Tuesday, made its appearance in 1874, and is published at No. 3 North Water Street.

The Coin Collector's Herald, a quarterly journal, devoted to numismatic subjects, had its inception in 1874.

The Confectioner's Journal, a monthly periodical, devoted to interests indicated in its title, was first issued in 1874, and is published at No. 223 South Fifth Street.

The Germantown Express, issued every Saturday, was started in 1874.

The Commonwealth, a Democratic journal, published every Saturday, was established in 1874, and lived seven years.

The Evening Republican, published every day, except Sunday, was started in 1874, and suspended after six or seven years.

The Voice of Peace, a monthly publication, was commenced by the Peace Society in 1874, and lasted seven or eight years. The publisher was T. Elwood Chapman, at No. 813 Arch Street.

Woman's Words, a family paper, issued monthly, made its appearance in 1874, and was suspended in 1882. Mrs. Juan Lewis was the editor.

Words of Faith, a monthly journal "for the perfecting of the Saints in the knowledge and practice of true holiness," edited and published by G. W. McCalla, was first issued in January, 1875. The office of publication is at No. 819 Arch Street.

The Times, a daily newspaper, was first issued March 13, 1875. Its originators were Col. Alexander K. McClure and Frank McLaughlin. In the previous year Col. McClure had been a candidate for the mayoralty of the city. After his failure to reach the chief magistracy he determined to return to journalism, and to reach out into a broader field than he had ever before occupied. Col. Forney and *The Press* had been his uncompromising friend in the political struggles he had made outside of the Republican party. He therefore approached the man who for so many years was the controlling spirit of *The Press*, and made him an offer for the property. It is said the proposition was considered and accepted. The preliminaries were all arranged, and Col. Forney was to retain about a one-third interest in the paper and write letters for it from Europe, where he was when the negotiations began. Every arrangement was made for the transfer of the property to the new hands, when Col. Forney, at the request of a number of personal friends, declined to receive the money and transfer the property.

Col. McClure's effort to establish *The Times* after this failure shows the quality of the man in most favorable light. People who were willing to contribute to the purchase of *The Press* could not be induced to risk capital in a new venture, and Col. McClure was so hemmed about in his efforts to get such persons into the enterprise as he wanted that he scarcely dared approach men with the story of his new paper. It would have been easy to get capital, but not easy to get it from those whom he could afford to take into such an undertaking. Finally he and Mr. McLaughlin met, exchanged views, and eventually began the preparations which led to the establishment of *The Times*. The features of this initial meeting, before which the two gentlemen were only slightly acquainted with each other, were characteristic of the men, who are nothing if not business-like and quick in reaching conclusions. One day Mr. McLaughlin walked into the law-office of Col. McClure, on Sixth Street, and stating to the veteran journalist, legislator, and lawyer that it was rumored that he purposed starting a new daily journal, asked if such reports were true.

"Yes," said Col. McClure; "I was thinking something about it."

"If you make it such a paper as Philadelphia wants, and such as I think Philadelphia will support, I wouldn't mind joining you in the enterprise," said Mr. McLaughlin.

"What kind of paper is that?" asked the colonel.

"A newspaper entirely independent in politics, and one that will depend on its own merits for support rather than on the crumbs of politics and the favor of corporations," was the reply.

"That is my idea," said Col. McClure; "but in what shape do you think such a paper as the one proposed should appear?"

"Compactly, like this," replied the publisher, laying his hand on a copy of the New York *Tribune's* four-page supplement, which happened to be spread upon the table.

Col. McClure nodded his assent, and from that moment *The Times* had its positive inception. As a result of the combined enterprise and individuality of these two aggressive men, *The Times* appeared on the 13th of March, 1875, as already stated.

When *The Times* was started, in order to obtain admission into the Associated Press it paid thirty-five thousand dollars for the franchise of *The Age*, a moribund Democratic organ of small circulation and no particular value as a newspaper. A cash capital of one hundred thousand dollars was paid in, with the expectation that the paper would sink one thousand

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dollars a week for the first year. When it was passed a paying basis might be established. During the first three months the capital was drawn upon to the extent of twelve thousand dollars. After that there never was any draft upon that fund for ordinary expenses. Before the expiration of nine months the profits had made the first draft good, and the year closed with a handsome profit on its business. From the day *The Times* was started it has never issued a note and never had a bill unpaid after maturity or borrowed a dollar of money in its business. It had a phenomenal success from the start. The people, curious to see the work of the man who had been such a famous politician and such a successful country journalist, bought the paper first out of curiosity, and then gave it cordial support, because of its audacity in dealing with public questions and its enterprise in giving the news. It was set afloat avowedly "as a thoroughly independent journal, confessing allegiance to its own convictions, making no hollow pretense of neutrality on the leading questions of the day or in political conflicts as they pass." At the outset it took a vigorous stand upon all political questions, following out the principle enunciated in the above platform. Col. McClure was once asked,—

"Do you believe that aggression is very necessary in a newspaper?"

"Yes," he replied; "the time has passed when the people want to read about what has passed. They are decidedly more interested in what is going to be. No man can discuss the future without being aggressive. If he would mould the future, he must lead off."

Every form of political chicanery and official profligacy was assailed, especially in municipal matters; rogues and tricksters were exposed, masqueraders and hypocrites in high places and low were unveiled, and every phase of evil in public government was denounced. The field and the era were inviting ones. The powers of the machine were without limit; there was practically no check upon official misconduct; a high tax-rate prevailed, and an enormous municipal debt had been accumulated; in fine, maladministration was the order of the day. At these numerous and startling evils of party and public management Col. McClure hurled his arrows of condemnation and satire. At first his assaults did not seem to make an effective impression, but gradually his victims began to wince and writhe under his persistent attacks. This was evidenced by the fact that suits for libel began to be entered against *The Times'* management. Its experience in this particular is unprecedented in the history of American journalism. As the foe of official misconduct and the champion of honest, efficient government, *The Times* has not ceased to battle up to the present time; and it is but the merest justice to attribute in a great meature to this journal much of the improvement in the line of economical, honest, and conscientious discharge of public duty which of late characterizes municipal matters.

It was chiefly the vigor with which *The Times* assailed official dishonesty and incompetency which brought to the paper hosts of readers and a very satisfactory patronage. But in other particulars as well did the new journal impress itself upon the community and upon the nation at large. It was not simply a political journal; it was a live, comprehensive newspaper in the broadest sense of the term, and such a newspaper as had long been needed. It was metropolitan in its scope and in its editorial cast of thought. Its motto has always been to give "all the news, and the truth about the news." In giving all the news it remembers that the world is too busy to hunt for information upon current matters throughout dozens of columns, when half as many columns will hold all that is of value. It is to the point when handling the news, and incisive when it comments upon the news. Every item that is taken into the office must be weighed as to its interest. In this way only a dozen lines are sometimes used of a two-column report which appears in full in some of the other papers, while a twelve-line Associated Press dispatch is supplemented by specials, until the twelve lines become twelve hundred. Moreover, news is sought in a legitimate way outside the beaten tracks. The discovery of a new quack, a new trick, and a myriad other new evils to society is regarded in the light of news, and *The Times* feels it to be a mission to probe here and expose there. In its war against frauds *The Times* has brought upon itself no less than twenty libel suits, and all of these suits have been decided in its favor. It has never permitted a libel suit to be compromised or to be settled in any other way than by a verdict of the jury. This originality in treating news, which is as marked as the typographical face of the paper itself, has been achieved by the great care taken by Col. McClure in the selection of his staff.

So great was the prosperity which flowed in upon *The Times* that it was early found necessary to remove from the circumscribed quarters in the old *Age* building, Nos. 14 and 16 South Seventh Street. Accordingly, the lot of ground situate at the southwest corner of Eighth and Chestnut Streets was purchased for one hundred and forty-five thousand dollars, and building operations were vigorously inaugurated. During the summer of 1876 *The Times* building was erected on the chosen site, at a cost, as it stands on the company's books, of two hundred and twenty-five thousand dollars. This most attractive structure—a model of convenience—is a representative Philadelphia building, of rich, red Philadelphia brick, deepened by the dark mortar in which it is laid, being surmounted, at a height of one hundred and fourteen feet, by an octagonal clock-tower. The company has expended ninety thousand dollars in putting in the very best machinery the world can produce, and has one of the most complete press-rooms in the United States. As a part of its equipment there are two web-perfecting presses, which turn out one thousand copies

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The
Times
PHILADELPHIA
THE TIMES

"THE TIMES,"
CORNER OF EIGHTH AND CHESTNUT STREETS,
PHILADELPHIA.

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of *The Times* a minute, without being touched by hand, the papers coming from the press folded and ready for delivery. Every other improved article that can be put to use about a first-class newspaper-office may be seen in the building. The employés of the company are given every accommodation. There is plenty of room to work, and yet such was the economic forethought in the erection of the building that the rents from it, exclusive of the room occupied by *The Times*, pay the interest on the investment. Though it had started without a list of subscribers, *The Times* within a year circulated, with a single exception, more than all the other morning newspapers of Philadelphia combined. Such skill in suggestiveness and such original thought were put into the make-up of *The Times* that its typographical features were soon acknowledged as without a superior. It has since served as a model for a number of newspapers which have been established in various parts of the country. In March, 1877, the management having long felt the want of extending the influence of *The Times* into very distant fields, issued the initial number of the *Weekly Times*, twice the size of the daily. A special feature of this weekly edition was the introduction of a series of papers upon various incidents and experiences of the Rebellion, written by leading participants in both armies, entitled "The Annals of the War." These articles, which are still continued, have been the means of saving to future historians of the great civil strife valuable material which otherwise would probably have been lost. Such of these annals as appeared in the first three or four years of the weekly have been published in a large octavo volume. In the following year *The Times* managers determined to make another advanced stride, by the publication of a Sunday issue. This purpose was carried into effect with some misgivings as being against all tradition, which had long ruled that no reputable daily paper could be issued on the Sabbath. In this new sphere *The Times* prospered from the outset, being the first daily paper of Philadelphia to successfully establish a Sunday issue. This was attempted by Col. Forney after his retirement from Washington to resume control of *The Press*, but he found public opinion so deeply set against it that his advertising was menaced, and he had to give the Sunday issue to outside parties. With the boldness of a paper whose advertising was yet in great part to be won, *The Times* came into the Sunday field at a period when the Quaker community had been liberalized by the Centennial Exposition, and now the Sunday issue of *The Times* is thought by many to be its strongest issue.

The Times, whose prosperity has hardly been precedented in American journalism, has not made itself, however. Its creators have been the master-minds which have given it intelligent editorial direction, and have made it a facile instrument in the moulding of public opinion.

Alexander K. McClure, the editor of *The Times*, was born in Sherman's Valley, Perry Co., Jan. 9, 1828, and spent the early years of his life on his father's farm. He divided his time with his elder brother week about at the country school whenever it was held. Of his early school-days, a friendly biographer has said,—

"He was a leader in all the mischievous deviltry in the neighborhood and in the school, and one of his associates once told me that it was next to a standing custom with the country teacher 'to have prayers, and then thrash Alexander McClure. I have often known him to get whipped eight times a day.'"

When fourteen years of age he left school and entered the service of James Marshall, of New Bloomfield, as an apprentice to the tanner's trade. During his apprenticeship, which came to a close in the spring of 1856, he had been in the habit of making frequent visits to the office of the *Perry Freeman*, where he used to rummage among and read the exchanges during odd moments. It was in this little printing-office that he had learned much more that was useful to him than he had gathered at school. He read a great deal there and often talked Whig politics with the well-informed editor, and before his apprenticeship with Mr. Marshall ended he had scribbled a few articles for the paper and they had been printed. Judge Baker, who now, as then, owns and edits the *Freeman*, had taken an interest in the boy while he was learning to be a tanner, and encouraged him not only to read the exchanges but to write. To the accident of this association he is indebted for his initiation into the sphere of journalism in which he is now so prominent.

Within a few months after the completion of his apprenticeship, the Whigs of Juniata County had written Judge Baker, the editor of the *Freeman*, asking him to recommend a good man to start a paper for them at Mifflin. He advised young McClure to undertake the task. The lad expressed grave doubts of his ability to edit a newspaper. He was not yet nineteen years old, and was only a tanner. The judge expressed perfect faith in his capacity. Gratified as he was at Mr. Baker's confidence in him, he still distrusted his power to successfully conduct a newspaper. He therefore asked the advice of the plain old man who had taught him the tanning business.

"Alexander, it won't do. You don't know anything about printing, but you are a good tanner. Take my advice and stick to the business you understand and are fit for," was Mr. Marshall's matter-of-fact reply to his former apprentice's inquiry.

Again young McClure sought Judge Baker, who still urged him to take his advice and go to Mifflin.

"Go there," said Judge Baker, "start your newspaper, then go to case; master the mechanical details of your office, and I am sure you will succeed."

The boy finally went home with full-fledged newspaper aspirations, and consulted his father. He re-

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ceived much the same advice from him as the tanner had given. Again Judge Baker came to his relief, and finally the father, with many misgivings, helped the son to five hundred dollars. With this money he bought some second-hand type and an old-fashioned hand-press that had seen service before, and in the fall of 1846 issued the *Sentinel*, which is still published, the leading Republican newspaper of Juniata County.

The little paper at Mifflin did well from the day it was started. Young McClure followed Judge Baker's advice, and started in at the first to master the details of the printing business. He went to the case, learned to set type, and took his hand at the press every week. At the end of the first year he dispensed with all the help in the office, and besides editing the paper, set up the type, did the press-work, and all the other labor incident to publishing a country newspaper with the help of a single apprentice.

Young McClure had taken a great deal of interest in politics from his early boyhood. His father was a fearless, slavery-hating Whig, and he brought his children up in the same school. When Alexander K. went to learn the tanner's trade he did not forget either the political precepts or examples of his home. Judge Baker and himself often talked politics, and he was so wrought up in the election of 1844 that when it was announced that Mr. Clay had been defeated for the Presidency, he thought there was no use of opening the tannery in the morning, as the country had gone to the dogs. Even at this early age he developed the spirit and qualities that have since made him a noted political leader. After he left tanning for the newspaper office, his taste and aptitude for politics began to grow amazingly, although at the time he started his paper at Mifflin he was not nineteen years of age.

Before reaching his majority, he was a conferee in a Congressional conference, as the friend of Andrew G. Curtin. The fight lasted for some time, and was a very bitter one. Mr. Curtin was defeated, but the contest created a friendship between them that has lasted through all the wonderful changes of politics in the politics of the State and nation from that day to this. In this same year his opposition to Gen. Cameron was born. Mr. Cameron was then the leader of a faction of the Democratic party known as State Improvement men, and upon the leader, as well as upon the rank and file, Mr. Clure made vigorous onslaught in his paper.

In 1848, when Governor Johnson, the Whig nominee, was elected by the tidal wave that carried Gen. Taylor into the Presidential chair, young McClure took an active part in the campaign. Not only had his paper attracted attention by the vigor of its editorials, but the editor had appeared upon the stump, and given ample evidence of the powers that have since made him noted as a man and advocate. He went to Harrisburg, in common with all the Whigs in the State, to take part in the inauguration of the man he had helped to elect. The day of Governor Johnson's inauguration he crossed the threshold from youth to manhood, and when the new Governor was installed, one of his first acts was to appoint young McClure an aid on his staff. The late Joseph B. Myers, to whom Col. McClure had applied for a position in his tannery only two years before, went to the new Governor, and said, "I know you are going to appoint McClure on your staff, but you must do it to-day, for this is his twenty-first birthday."

Governor Johnson had the commission made out at once, and Mr. Myers took the tanner-boy of two years before a commission on the Governor's staff the evening of the day he was old enough to vote.

In 1850, Andrew G. Curtin got his first opportunity to repay Col. McClure for the fight he had made for him for Congress in 1848. He secured his appointment as deputy United States marshal for Juniata County, to take the census of that year. He had just finished that work, and returned to his newspaper office and his law-books, when he received a message from John M. Pomeroy, of Chambersburg, saying, "I have purchased for you a half-interest in the *Chambersburg Repository*; come over and take charge."

This was the first intimation he had of the good fortune that awaited him, and he went over to confer with his friend. The conference ended in his selling the *Juniata Sentinel* for twelve hundred dollars to John J. Patterson, who has since been a United States senator from South Carolina.

The Whigs held their State convention of 1853 in Lancaster, and Morton McMichael and the elder John Price Wetherill had been so attracted by the young editor's ability that they made up their minds to put him upon the State ticket. He was not a candidate, nor had his name been mentioned for any public office. When the convention met Mr. McMichael presented him for auditor-general in a stirring speech, and he was nominated by acclamation. He was then only twenty-five years old,—the youngest man ever nominated for a State office in Pennsylvania. He was, of course, defeated, as the Whigs were in a hopeless minority.

The year 1855 marked a new era in the politics of Pennsylvania and of the nation. It witnessed the formation of the Republican party from the dissatisfied elements of the Whig and Democratic parties.

No paper in this commonwealth had done more to arouse the people of Pennsylvania against the aggressions of the slave power than the *Chambersburg Repository*. It was therefore natural that its young editor should be in at the birth of the party born of strife with the slavery question. When the convention met at Pittsburgh, in 1855, that organized the Republican party, Col. McClure was one of its members.

The young editor was, however, bitterly opposed to Know-Nothingism, the outgrowth of the unrest in the Democratic party, and when the Whigs of Franklin

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A K McClure

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County in that year joined with them, he would not advocate the alliance, and sold the *Repository*. In the early part of 1856 he went to the bar, and was admitted to practice almost immediately after leaving journalism. He entered into partnership with his former preceptor, William McLellan, and the firm enjoyed a large practice.

The year 1856 was an important as well as an exceedingly busy one for him. The Erie and Northeastern Railroad, the property of the State, had been the cause of much difficulty for more than a year. Soon after Col. McClure began the practice of law Governor Pollock appointed him superintendent of this line. He at once directed his attention to the source of the trouble that had caused the well-known Erie riots, and in a very short time permanently adjusted the difficulties to the satisfaction of all the contestants. The same year he was a delegate to the national convention that nominated John C. Fremont for the Presidency. He made a brilliant canvass in behalf of the first National Republican ticket. It may be truly said then that having been one of the founders of the party in this State in 1855 and of the National party in 1856, that he began his active political career with the birth of the Republican party.

In 1857 he appeared before the people of Franklin and Fulton Counties as a candidate for the Legislature. The Republicans, Americans, and Whigs made a union ticket that year, and he was regularly selected by the Whigs as their representative. The Democrats defeated every man on that ticket but him, and he was elected by more than two hundred majority in a Democratic district.

In 1858 he was again elected to the Legislature by the same Democratic district by over eight hundred majority. Active and successful as he had been, his political career up to this time, the year 1859, is marked in his calendar as witnessing the most desperate and important struggle of his remarkable political career. He was that year nominated for State senator by the Republicans in a district that was considered reliably Democratic. The different elements composing the Republican party had not yet crystallized into a working party organization. It was a year of political chaos, and Col. McClure was literally forced to make the contest, not so much in the hope of securing the election, as of putting the party in fighting trim for the Presidential campaign of 1860. He reluctantly accepted the duty, and made the most memorable campaign of his life. He organized every township in the district, made a speech in every school precinct, and night and day devoted himself to the details of political work. He polled more votes than were ever polled for President in the same district, and was elected by four hundred majority. He came within fifteen votes of carrying Adams, the strongest Democratic county in the district.

Col. McClure played a very prominent part in the State and national campaigns of 1860. Andrew G. Curtin was the Republican candidate for Governor. Gen. Cameron had received the indorsement of Pennsylvania for the Presidency, and its delegation in the national convention had been instructed for him. In inducing the delegation to disregard their instructions and vote for Mr. Lincoln, Col. McClure played an important part; so significant, indeed, that he was chosen chairman of the Republican State Committee, and charged with conducting the campaign in the most important Republican State in the Union in that year. He organized the party with great care, and conducted a campaign which for vigor and brilliancy has never been excelled in any State in the Union. The result was Governor Curtin's election in October, which was followed by the election of Mr. Lincoln in November. He took his seat in the Senate at the beginning of Governor Curtin's administration, and was then the most conspicuous figure in that body, and recognized as one of the foremost leaders in the State. He was a central figure in most of the historical scenes through which Pennsylvania passed while the angry billows of war were rolling toward the nation. He stood as one of the rocks against which they broke when the storm of the contest fell upon us. He made a speech in the Senate in the spring of 1861, in which he foreshadowed that we were upon the eve of a bloody war, in which the South would fight to the bitter end, and that it would result in the destruction of African slavery. This speech was repudiated by his fellow-Republicans at the time, but in the fall of that year was printed and circulated by them as a campaign document.

The night of the day that Fort Sumter was fired upon was a memorable one in the Pennsylvania Legislature. The Republican members held a caucus for the purpose of exchanging views upon the situation. In this conference Col. McClure was a conspicuous figure, and made an aggressive speech, in which he urged upon its members a vigorous war policy and preparation for a long and bloody contest. He said the South would fight to the last, and we must be prepared to meet the most bloody and extended war of modern times. This speech met with the marked disapproval of the caucus, and was openly hissed, for a large number of the members believed that the South was simply playing brag, and that there would be no determined hostilities.

He served during the first years of the war as chairman of the committee on military affairs, and as such had important duties in connection with the war policy of the State and general government. Into the discharge of the duties of his position he carried his aggressive notions, and being the close friend and adviser of Governor Curtin, he was naturally closely identified with his war policy. He also, at a very early day, formed close relations with President Lincoln and his cabinet, and began playing a broad hand in national politics. Upon the expiration of his service as State senator he was not a candidate for re-

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election, but was appointed an assistant adjutant-general in the army, and assigned to the duty of supervising the draft in Pennsylvania. Seventeen regiments were quickly raised and placed in the field, and the quota of the State having been filled, he resigned his position and retired to Chambersburg to the duties of his law-office. The firm of McLellan & McClure had prospered ever since its organization in 1856, but the experience of five years had shown the latter that he had little taste for the conservative duties of the law. His mind was too active and his mental powers too versatile and brilliant to repose in the dust of a country law-office. He never felt more in love with journalism than in 1862, so he again purchased the *Chambersburg Repository*, and returned to the business he had so suddenly left for the law in 1856.

His editorial page showed all the vigor of his earlier years, to which were added the qualities of wider experience and maturer judgment. In 1863 he was asked to again take the chairmanship of the State Central Committee. He declined, but devoted himself with unexampled zeal to secure the re-election of Governor Curtin. He was a delegate to the Republican National Convention of 1864, and was again formally tendered the chairmanship of the State Central Committee by three-fourths of the delegates. He declined it in order to be a candidate for the Legislature from the Chambersburg district, which was strongly Democratic. He accepted the nomination for the Lower House, and was elected by over four hundred majority, although every other man on the Republican ticket was defeated. He was therefore in the Legislature of Pennsylvania to witness the close of the war, as he had been to see its beginning. He lived to admonish some of his fellow-members, who had been likewise honored, of the words he had spoken the day Sumter was fired upon: "The South will fight to the last, and we will have the longest and bloodiest war of modern times."

The year that witnessed his last political contest in Franklin County was a memorable one for himself and the State, and he was a prominent actor in its events. He took an active part in the second election of President Lincoln, while conducting his own canvass for the Legislature. He was one of the most serious sufferers by the Confederate invasion of Pennsylvania in July, 1864. He barely had time to get out of Chambersburg before the invaders' torch was applied to all the property he had in the world. His losses, added to the cost of rebuilding, swept away a fortune of seventy-five thousand dollars, and left him almost as poor in the world as when he began. In 1866 his health failed him, and he spent nearly a year in the Rocky Mountains. He returned to Pennsylvania much improved in health, but still more seriously impaired in fortune. He was a delegate to the national convention that nominated Gen. Grant for the Presidency in 1868, and took an active part in the campaign that resulted in his election. He spoke not only in Pennsylvania, but in several of the leading States of the Union. After the burning of his property at Chambersburg he had resumed the practice of the law with John Stewart, of that place. But after the campaign of 1868 he decided to give up politics, move to Philadelphia, and devote himself entirely to the practice of the law.

For four years after he came to Philadelphia he led a quiet, methodical lawyer's life. The longing for the old-time life returned, and in 1872 he went into the Greeley movement of that year. He was chairman of the Pennsylvania delegation to the Cincinnati convention that nominated Mr. Greeley, and was chairman of the Liberal Republican State Committee. This campaign took both him and Governor Curtin out of the Republican party. Col. McClure did not go squarely over to the Democracy, as Governor Curtin did, but, from his place astride the fence, his free lance is more dangerous to the party he helped to organize than if he were down on the other side.

He did not content himself with playing a bold hand in national politics in 1872, but when a thousand citizens of the Fourth Senatorial District asked him in a petition to become an Independent Republican candidate for the State Senate against Mr. Gray, the regular Republican nominee, he consented. The canvass that followed the announcement of his candidacy was a remarkable one. He put into it all the peculiar energy which he many times employed among the hills of the Franklin district. He added all his maturer experiences of organization, and spoke on almost every street-corner of the district. His opponent was returned as elected by eight hundred majority, while he claimed his election by two thousand. He announced a contest, but had great difficulty in getting the Senate to permit him to file his petition. After two weeks of hard work, Senators Strang, Billingfelt, and Davis left the majority, and took ground with the Democrats in favor of hearing Col. McClure's petition. When the case got before the Senate it was speedily tried, and Col. McClure got his seat. In that body he occupied much such a position as David Davis, of Illinois, did in the United States Senate, except that he cut a much wider swath and made much better use of his opportunities. He was a party all to himself, and he was a continual and dangerous thorn in the side of both of the regular organizations. He formulated and proposed reform measures of the most aggressive type, and to cut his claws as much as possible they would pass them in the Senate and then kill them in the House.

To point out a tithe of the brilliant and significant things he did during his last legislative term would require many columns. His interesting and affecting speech of farewell to the Senate was a masterpiece of eloquence and forensic power.

The next year, 1873, was important to a summary of the career of Col. McClure, because it witnessed his final political contest in his effort to become mayor of Philadelphia. The Republican party was

then in entire control of the city and all its political machinery. He therefore began the contest with mighty odds against him. It took courage of a high order and matchless physical powers to withstand the strain Col. McClure imposed upon himself during that campaign. He spoke sixty-one times in twenty-two days, and gave evidence of not only wonderful, but versatile powers; for he would often make three speeches in one evening at separate points, so diverse in matter and manner as to excite admiration and amazement. He assailed without stint the machine managers of both political parties, and carried on a warfare which for audacity and vigor challenged the admiration of friend and foe alike. He was defeated by a small majority, but that fight gave vitality to the municipal reform spirit, and it may be regarded as the foundation upon which all subsequent operations in that line have been built. He began his efforts in this direction so early that he may be said to be the pioneer in the reforms that have been made in the politics of Philadelphia, and to have led the movements that created them.

It was not long after his defeat for the mayoralty that Col. McClure left the field of politics for that of journalism, and for the past ten years the history of *The Times* is the history and, it might be said, the biography of its talented and aggressive editor.

Dr. Alfred C. Lambdin has been managing editor of *The Times* since its publication was begun. He was, indeed, one agent in the establishment of the paper, having been identified with the reform element in the fight against the municipal ring whose corrupt acts gave occasion for the birth of the corrective journal. When not thirty years of age, as editor of the *Germantown Chronicle*, he had been aroused to the necessity of giving Philadelphia an honest government, and wrote the first article nominating Col. McClure as the Reform candidate for mayor, although the two gentlemen were entire strangers to each other. Dr. Lambdin's untiring devotion to his work has so occupied him that perhaps few managing editors are so little known to the journalists of the country. He is largely to be credited with that literary grace and sparkle which distinguish *The Times*.

James H. Lambert is the chief editorial lieutenant of Col. McClure and Dr. Lambdin. He is a journalist of wide experience, quick grasp, and deep insight. He has been trained to the work from boyhood. He began his newspaper career in Wisconsin, but has since been associated with journalistic enterprises in St. Louis, Chicago, New York, and elsewhere. He left an editorial position on the New York *Sun* to make a study of Pennsylvania politics, and his knowledge of the ins and outs of the State is so thorough as to make him of the greatest utility to *The Times*. He is the main writer of the column of short, crisp, minion paragraphs which are a great feature in *The Times*.

The Times for years past has spent its money freely to procure information, assemble writers, and tempt professional men into journalism. Indeed, the advent of *The Times* marked a new era in the journalism of the city. *The Times* opened a field for journalists in this city, because it took for itself a standard that required the highest order of ability and experience. It gave young men an opportunity to show their strength as news-gatherers as well as writers. In other words, it broadened the field of journalism, and made it possible for such a great newspaper as *The Times*, with its manifold demands and expenses, to be published with success in a city where, ten years ago, such effort would have been looked upon as foolhardiness. When Col. McClure began daily journalism the papers of Philadelphia had long been following a beaten rut. Salaries were ridiculously low, and the bars were practically up against material advancement. A higher professional spirit has been built up, and now Philadelphia commands competent men because its journals are willing and able to pay them, for its citizens demand and support newspapers which conform to the best type of American journalism.

The Jewish Record was established by the present editor, Alfred T. Jones, and the first number was issued April 16, 1875. Its columns are devoted to subjects of historical and religious interest to Israelites, to Jewish literature, to current events of the day at home and abroad, and to the advocacy and defense of Judaism whenever the occasion demands.

It is independent in its tone on all subjects, and is not the organ of either orthodoxy or radicalism. It admits into its columns the views of all the different schools into which the Jewish Church is divided. Contributions from most of the prominent Israelites of the country are to be found in its pages.

It is the only Jewish paper published between New York and Cincinnati, and the only one that ever succeeded in Philadelphia, though several attempts had been made prior to its establishment. It is now published at No. 614 Chestnut Street every Friday morning.

The University Magazine has been edited and published since November, 1875, the date of its foundation, by the Philomathian Society of the University of Pennsylvania. Its motto is, "*Literæ sine Moribus Vanæ*," which is the motto of the University.

The Presbyterian Journal, published at No. 15 North Seventh Street, by R. M. Patterson & Co., is one of the youngest of the religious papers in the country, having been established in 1875. In 1880 its publishers were appointed the official publishers of the volume containing the papers and proceedings of the second General Council of the Ecumenical Presbyterian Alliance, which met in Philadelphia in that year. This placed the paper upon a high and prominent position, and gave it a great impulse. One of the editors of the volume, R. M. Patterson, D.D., also appointed to that office by the Council, then became the editor of the paper. Its circulation is ex-

tended and extending. Its aim is to be pre-eminently a *family* religious paper. Its correspondence is wide. Editorially its platform is that of orthodox conservative Presbyterianism, but with a catholic feeling toward all the denominations, and a belief that the freest discussion and sifting of the old views by progressives cannot in the end be harmful.

The Augsburg Sunday-School Teacher, published monthly, in the interest of the Lutheran denomination, has been in existence since 1875.

Faith and Works, a monthly evangelical journal, of sixteen pages, published at No. 141 North Seventh Street, had its inception in 1875.

The Germantown Commercial, a local paper, published every Saturday, was started in 1875.

The Philadelphia Grocer, a weekly commercial paper, devoted to the grocery trade, was first published in 1875, and continues at No. 201 South Front Street.

The Sunday Mirror, commenced in 1875, is published at No. 23 South Seventh Street, and for some years was under the editorial direction of John W. Forney, Jr.

The Real Estate Reporter was started in 1875, and was discontinued in 1880 or 1881.

The Carpet Journal, a monthly periodical, had its origin in 1875, and its end seven years later.

The Christian Fireside, an evangelical monthly, first published in 1875, had an existence of seven or eight years.

The Ocean Grove Record, a weekly publication, first issued in 1875, is published at No. 14 North Seventh Street, and devoted to the interest of Ocean Grove, N. J., a summer resort under the direction of the Methodist Episcopal Church, and to the general cause of Methodism.

The American Catholic Quarterly Review is published by Messrs. Hardy & Mahony, at No. 505 Chestnut Street. It was established in January, 1876. Upon the cover of the magazine is this motto, indicating the principles upon which the work of criticism and review is sought to be carried on,—"*Bonum est homini ut eum veritas vincat volentem, quia malum est homini ut eum veritas vincat invitum. Nam ipsa necesse est, sive regantem sive confitentem. S. Aug. Epist. cxxxviii. ad. Pascent.*"

The Polytechnic Review, "devoted to science as applied to the useful arts," was first issued in February, 1876, and published monthly, at the Forrest Building, No. 119 South Fourth Street, by William H. Wahl and Robert Grimshaw, who were also its editors. In March, 1878, it was removed to New York.

The Sunday World came into being in 1876, the first number having been issued February 6th. Hugh A. Mullen was the originator of the paper, and still is its editor and proprietor. It was started as an independent Republican sheet, and Mr. Mullen has kept it within the channel originally outlined. It is published from the southwest corner of Eighth and Sansom Streets.

The Familien Journal, a German weekly paper, was founded in 1876 by Messrs. Lisiewski & Schulte, who established the *Sonntags Journal* in the same year. In February, 1881, both were purchased by William Regenspurger.

The Philadelphia Sonntags Journal was issued for the first time Dec. 3, 1876. Prior to this the German population of Philadelphia was without any paper issued on Sunday containing not only entertaining literary matter but also the latest telegraphic and local news. When, therefore, Messrs. Lisiewski & Schulte founded the *Sonntags Journal*, it immediately met with the most favorable reception from the German element of the city, and within a short time it secured a large circulation. Independent in politics and religion, it has never swerved from its course to discuss political and religious questions from a non-partisan view, and mainly to this fact it owes its great popularity among all classes of the city's German population.

On Feb. 13, 1881, it passed by purchase into the hands of William Regenspurger, and from that day the prosperity of the paper received a new impulse; for Mr. Regenspurger, a journalist of experience, and himself a popular writer, immediately secured the co-operation of a force of efficient contributors and correspondents, besides introducing various improvements in the telegraphic and reporters' departments. Owing to the enterprising endeavors of Mr. Regenspurger it now takes its rank among the most popular and most extensively read of German-American papers, and has a large circulation even in Germany. It is under the editorial direction of Max Stumpf.

The Christian Worker, a monthly periodical, published at No. 526 Brooklyn Street, was started in 1876, in the interest of the Methodist Episcopal Church.

The Merchant and Salesman, a monthly commercial journal, published at No. 212 Carter Street, had its origin in 1876.

Our Second Century was commenced in 1876 as a family journal, and is issued weekly.

The Journal, a literary periodical, published every Saturday, was issued for the first time in 1876.

The Farm Journal was first issued in March, 1877, at No. 610 Chestnut Street, by the present publisher and proprietor, Wilmer Atkinson. It is devoted to agriculture in its various departments and to household economy, and has a national circulation which is claimed to be above that ever obtained by any other agricultural paper in the world. The present office of publication is at No. 125 North Ninth Street.

The West Philadelphia Telephone is now published weekly, by John D. Avil & Co., at Nos. 3941–3945 Market Street, who are also proprietors of the Telephone Printing-House, one of the largest establishments of the kind in Pennsylvania. The *Telephone* was first issued May 8, 1877, by James Miller, and was then called the *Philadelphia Progress*. On April

20, 1878, it became the property of John D. Avil, who continued its publication under its original title until Dec. 14, 1878, when, at the earnest solicitation of the late Col. John W. Forney, who had fixed upon "Progress" while in Europe for the title of a journal he had resolved upon publishing on his return from abroad, he relinquished its original title and adopted that by which it is now known. The *Telephone* is now the only journal published in West Philadelphia proper. It is in its eleventh volume (sixth year), and is prosperous and justly popular.

The Pennsylvania Magazine of History and Biography, published by the Historical Society of Pennsylvania, was begun in 1877 as a quarterly, and is sustained by the publication fund of the society. The first six volumes were edited by the librarian of the society, Frederick D. Stone. The seventh volume, that for 1883, was edited by Professor G. B. Keen. It is chiefly devoted to the history of the middle colonies, although it is open to anything of interest connected with American history. It is rich in matters relating to the Swedish settlements on the Deleware and to the settlement of Pennsylvania by Penn. Townsend Ward is the secretary of the trustees, and it is largely owing to his indefatigable exertions that the fund has been obtained.

The Illustrated Fashion Bazar came into being in 1877, and existed three or four years.

The Ladies' Journal of Fashion was started in 1877, and came to an end in 1880.

Robinson's Epitome of Literature, a monthly periodical which had several years of life, was issued for the first time in 1877, by Frank W. Robinson & Co., at No. 1309 Chestnut Street.

The West End was published for three or four years, having been started in 1877.

The West Philadelphia Advertiser was published in West Philadelphia every Saturday for several years, beginning with 1877.

The Agents' Herald, now published monthly, at No. 912 Arch Street, was originally issued in 1877.

The American Cricketer, a sporting paper, devoted to the game of cricket in America, was started in 1877, and is published as a weekly from May to November, and as a monthly from November to May.

The St. George's Journal, published every Saturday, by and in the interest of the Sons of St. George, was originated in 1877.

Saturday Morning, a weekly paper, was started in 1877.

The Philadelphia Tageblatt, a German morning newspaper, was issued for the first time in 1877, and has its office at No. 613 Callowhill Street.

The New Northwest, started in 1877, was published monthly for four or five years, when it went out of existence.

The Philadelphia Gazette is a German afternoon paper, published and owned by Carl Theodore Mayer. Its first number was issued Jan. 25, 1878, and its present office is at No. 618 Race Street.

The Protestant Standard, owned and published by Francis George Bailey, made its first appearance in February, 1878, and is an exponent of the principles of the Protestant reformation. It pleads for an open Bible, defends the American school system, advocates the separation of Church and State, and urges the sanctification of the Sabbath, and a vigorous enforcement of the laws. It is the recognized organ of the Loyal Orange Institution and the American Protestant Association. The editor of the *Standard* is Rev. James A. McGowan, and the publication office is at No. 709 Filbert Street.

Flowers' Eclectic Magazine, published monthly, by William P. Flowers, was started in April, 1878.

The Frankford Dispatch, a weekly newspaper, the first number of which was issued June 22, 1878, was established by B. C. Tillinghast and Thomas B. Foulkrod, the former of whom was the editor. The publication office was then, as at present, at the southeast corner of Frankford Avenue and Sellers Street, Frankford. On February 7, 1880, Mr. Tillinghast withdrew from the enterprise, and Mr. Foulkrod became the sole editor and proprietor. It has uniformly supported measures and men representing efficient and honest municipal government. As an evidence of its tendency in this latter direction it is notable that on March 1, 1879, being the first journal in the city to agitate the matter, it called for an investigation of the books of the tax collector of the Twenty-third Ward, and secured an inquiry which resulted in the unearthing of frauds.

Progress, a weekly journal, was established in November, 1878, by Col. John W. Forney. While in Europe, in 1877, he was strongly urged by many Americans residing in London, and by others with interests there and on the continent, to establish an American weekly journal in the English capital. He gave this matter serious consideration, and, but for the objections of his wife to crossing the ocean, would in all probability have carried the plan into effect. Having found it impossible, for this reason, to publish such a paper in London, he conceived the idea of printing, on his return to America, a periodical, modeled in great part upon the *London World*, owned and edited by Edmund Yates. The result was that, having returned to Philadelphia in the summer of 1878, the first number of *Progress* appeared on the 16th of November of that year, being the first paper of its kind in the United States. The original intention was that *Progress* should have very little to do with politics; to be not so much what is called a society journal, but rather a periodical independent upon all subjects, and chiefly of a literary character. This policy was continued for some time, but, as was entirely natural, considering Mr. Forney's long associations, it soon drifted into the political stream, and became earnestly Republican, though outspoken in

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its criticism of party acts. It followed that course until the nomination of Gen. Hancock for President, on June 23, 1880, when it declared for the Democratic candidate. Previously Mr. Forney had been unable to agree in all respects with the Republican leaders, and when he indorsed Hancock he had become thoroughly dissatisfied with the policy they pursued. After the defeat of Hancock *Progress* remained Democratic until the time of Mr. Forney's death, Dec. 9, 1881. Then, on the 20th of March, 1882, it was purchased from Mr. Forney's estate by the Forney Publishing Company, an incorporated body, which consists entirely of the members of Mr. Forney's family. John W. Forney, a son, was made editor, and since then it has been conducted as a literary and social periodical under his editorship. The present editor of *Progress*, during his father's ownership of *The Press*, was the managing editor of that journal. Mrs. Mary Forney Weigley and Miss Tillie May Forney are regular contributors. *Progress* to-day circulates widely among the cultured classes, who look to it for sprightly discussion of pleasant topics. It also makes a feature of articles by specialists upon educational art and kindred topics.

John W. Forney, the founder of *The Press* and of *Progress*, was born in Lancaster City, Pa., Sept. 30, 1817. He was the only son of Peter and Margaret Forney, and had but one sister. His paternal grandmother was Susan Carpenter, sister of Christian Carpenter, at one time high sheriff of Lancaster County. The Carpenters were among the first settlers of that county, and held numerous positions of trust. His maternal grandfather, John Wein, was one of the most influential citizens of the old borough of Lancaster. He was a scrivener, and for a time private secretary to Gen. Hand, one of Gen. Washington's staff during the Revolutionary war. The father of John W. Forney conducted what was for that age a large coach-making establishment, and built what was then thought an exceedingly handsome barouche for the Marquis de Lafayette on the occasion of his visit to Lancaster. Peter Forney was a first lieutenant in a military company, "the Lancaster Phalanx," and in 1812 marched to the defense of Baltimore. He died when but thirty-five, leaving his widow with their two children and with a small share of the world's goods. But she was a woman of great strength of character and of decided executive ability. She opened a boarding-house, to which came several New England schoolmasters who were aiding the people of Lancaster County in the reorganization of educational institutions. One of these schools was held in the upper story of Mrs. Forney's residence, and it was there the future journalist had his first instruction. When still a small boy he was placed in a store, but his taste for reading and scribbling soon took him to the printing-office. He was regularly apprenticed, and worked for several years at the case and the hand-press, though often writing for the paper,—the *Lancaster Journal*. When only sixteen he was a recognized editorial contributor, and before he reached his majority he became the editor.

In the heated partisan contests of 1838, 1840, 1841, and 1844 he was incessantly active with pen and tongue, publishing, during one of these struggles, a campaign paper called the *Plaindealer*, which circulated widely beyond the limits of Lancaster County. This training prepared him for the more responsible position of editor and publisher of the *Pennsylvanian*, in Philadelphia, which, under his guidance, for years swayed the councils of the Democracy of this State, and repeatedly led their hosts to victory. It was in 1845 that Mr. Forney removed from Lancaster to Philadelphia, and became surveyor of the port and editor of the *Pennsylvanian*. This change of residence and promotion was rendered necessary by his growing popularity and fame, as well as by the demands of the leaders of the party, that he should give it the largest benefits of his admitted talents. He retained his interests in the *Pennsylvanian* until 1851, when his reputation having become national, and his position as an editor established equally with that of Greeley, in New York, or Ritchie, in Richmond, he was elected clerk of the House of Representatives of the Thirty-third Congress, and re-elected by the Thirty-fourth Congress, serving from 1851 to 1855. In the scenes of excitement that attended the organization of the Thirty-fifth Congress, Mr. Forney, as clerk, was the acting Speaker. In that turbulent body he gave signal proof of the fairness and impartiality which always distinguished his conduct. The struggle over the election of a Speaker lasted for two months, and was marked by more violence and excitement than before or since attended an election to that office. It was the preliminary skirmish to the coming war, and did much to hasten that conflict. But during all that time Mr. Forney presided over the House with firmness and dignity, discharging the trying duties of his position with entire satisfaction to both parties, and receiving at the end the unanimous thanks of the House.

In 1852–53 he was one of the editors of *The Union*, the Democratic organ at Washington. The nomination and election of Mr. Buchanan were due more to the zeal, activity, and perseverance of Mr. Forney than to the labor of any other man in the Union. Mr. Forney, at the head of the Pennsylvania delegation at Cincinnati, gave such assurance of the certainty of carrying Pennsylvania with Buchanan that the nomination of Mr. Buchanan was easily made. Chosen chairman of the Pennsylvania State Central Committee, the labor and responsibility of the campaign rested upon his shoulders. Nothing was omitted to organize the party. Success was attained in the face of desperate odds. Pennsylvania was carried by the Democrats in October, and again in November. Mr. Buchanan was elected, and Col. Forney was recognized as the central figure in that success.

J. M. Kenney

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His opposition to the administration of Mr. Buchanan, which followed so quickly after the election, turned chiefly upon the Kansas question. In 1857, Mr. Forney was the Democratic candidate before the Pennsylvania Legislature for United States senator, but was defeated by Simon Cameron. The States-Rights party of the South, in 1856, at Cincinnati, united with the Northern Democracy upon a platform of principles which received different interpretations in the two sections. In the North it was believed to express the doctrine of popular sovereignty for the government of the Territories, while in the South a contrary interpretation obtained. Upon this dual translation the Democratic party wrecked. Col. Forney held to the Northern interpretation. He well knew that upon no other reading of the Cincinnati platform would success have been possible in a single Northern State. Mr. Buchanan acquiesced in the doctrine that a Territorial Legislature was vested with power to determine the question of slavery for the Territory, and in that agreed with the Southern interpretation of the platform. The Supreme Court of the United States, in the Dred Scott decision, affirmed the correctness of the Southern interpretation of the question of slavery in the Territories. The breach between Mr. Buchanan and Col. Forney was, therefore, the result of political difference of opinion.

Mr. Forney was too positive in his convictions, too earnest in his faith, to hesitate between his political friend and his political principles. His knowledge of the temper of the Northern mind taught him the utter futility of attempting to bring the Northern anti-slavery sentiment into accord with the overthrow of that ancient compromise, and the opening to slavery of territory dedicated to freedom since 1820. Transferring his allegiance to Stephen A. Douglas, with whom the whole Northern Democracy agreed upon the question of slavery in the Territories, he commenced open warfare upon Mr. Buchanan, and espousing the cause of freedom in the Territories, he broke off all connection with the administration, and endeavored to effect the election of Douglas in 1860. His political sagacity foresaw not only the certain defeat of his party upon any other platform than that of freedom in the Territories, but the possible ruin of his country in the conflict which would follow the election of a Republican President. It was with these convictions and guided by such principles that he founded *The Press*, Aug. 1, 1857, and from their advocacy he never swerved, but with earnest zeal followed whither they necessarily led,—into the Republican ranks. *The Press* was established to make war on its own party, to antagonize the pro-slavery wing, then the controlling wing. Its warfare was bold and unrelenting, widening by its every blow the interval between itself and the party it professed to support. There was no political inconsistency on the part of Col. Forney; he was an honest Free-Soiler; he believed the Northern Democracy had voted with the Democratic party to transfer the slavery agitation from Congress to the people of the Territory, and the moment he thought that idea to have been departed from he severed his allegiance with what he regarded as a fraud and a cheat.

When open war followed, or indeed as soon as violence was threatened to the Federal authority, Col. Forney enlisted his every energy in the cause of the Union. He converted the *Sunday Chronicle*, which he had established in Washington, into a daily paper, and his "two papers, both daily," were earnestly devoted to the support of the Union. The daily *Chronicle* was the organ of the administration in Washington, and one of its strongest supporters in every measure that tended to preserve the authority of the government or to effect the efficiency of the army. Col. Forney resided in Washington from 1859 to 1870. He was the familiar friend of President Lincoln, Secretary Stanton, and Senator Sumner, and held the most intimate relations with Thaddeus Stevens, Daniel S. Dickinson, Lewis Cass, Benjamin F. Wade, Gen. Grant, Gen. Meade, Gen. Sheridan, John Hickman, Henry Winter Davis, Howell Cobb, John C. Breckenridge, J. P. Benjamin, Owen Lovejoy, Gerritt Smith, Jefferson Davis, Alexander H. Stephens, Salmon P. Chase, William Pitt Fessenden, Hannibal Hamlin, Andrew Johnson, Edward C. Baker, William H. Seward, and James G. Blaine. It was this extensive acquaintance with public men and intimate knowledge of public affairs that gave to his "Occasional" letters their interest and their influence. They literally beamed with hope even in the darkest hours of defeat, and cheered many a desponding heart when the cause of the Union looked dark and hopeless.

In 1868 he resigned the secretaryship of the United States Senate, which he had held since 1861. He had been again elected clerk of the House of Representatives in the Thirty-sixth Congress, serving from 1859 to 1861. In 1870 he sold the *Washington Chronicle*, and returning to Philadelphia, gave his entire attention to *The Press*, but writing at intervals his "Anecdotes of Public Men," which have been reprinted in book form. Shortly after his return to his editorial chair in Philadelphia, Gen. Grant offered him the position of collector of the port, which he accepted with reluctance, as he did not wish to again hold official place. He resigned the collectorship after eleven months, having proved himself an admirable officer.

Mr. Forney made three long visits to Europe; the first was in 1867, and the second in 1875, when he was centennial commissioner abroad, rendering great aid to that ever-memorable enterprise. The last was in 1877, after he had disposed of *The Press*. It was in the beginning of October of that year that he sold *The Press*. His withdrawal, at the close of "forty years of journalism," during which almost every constitutional and economic measure had been under discussion, brought forth from all his contemporaries

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expressions of regret, without the least color of resentment, although he had borne a prominent part in all the bitterly-contested political campaigns. The Philadelphia *Record* of Oct. 11, 1877, said,—

"Col. Forney has been an editor for the most of the time during the last forty years, and is one of the princes of American journalism, as well as one of the most popular and genial gentlemen in a social way that this country has ever known. No editor in America has made a deeper impression on the public mind, nor done more honor to his profession. He rose by the force of his own ability and merits from the 'case' to his present position; from the position of a 'printer's devil' to that of a leader among journalists, and a Warwick among statesmen."

The following is from the *Evening Telegraph* of the same date:

"Col. Forney's own personality always pervaded it (*The Press*) and more than any other Philadelphia journal it has been a personal organ. The natural journalistic aptitudes of its editor made it a success and a power, and there can be no doubt that to the influences of *The Press* are in a considerable measure due some of the positive changes that have come over Philadelphia journalism during the past twenty years."

The *Evening Bulletin* of Oct. 11, 1877, commented as follows:

"Col. Forney's almost unrivaled acquaintance with political men and things, his enthusiastic temperament, his great editorial experience, and his free use of a bold and eloquent pen have long ago made for him one of the most prominent places among American journalists. Enlisted in a good cause, whether of politics or any question concerning the welfare of society, Mr. Forney has made himself felt as a marked power in the community, and that power has only been weakened when he has suffered other interests to direct him from the legitimate duties of his chosen profession."

The Philadelphia *Inquirer* of Oct. 12, 1877, said,—

"The story of his life during the last forty years is largely the story of journalism and politics in Pennsylvania, for while he was the foremost editor of Pennsylvania, he was also among the foremost of Pennsylvania's politicians. His knowledge of the leading men and events of his country—of the men and events which made the history of the country for forty years—was thorough. Not only was he fitted for the position of editor by his wide culture and experience, but he brought to the editorial desk a real love and respect for his profession which helped to make him conspicuous and eminent in it. Though a strong, emphatic writer, feeling strongly and expressing himself strongly, Col. Forney made few personal enemies, either in politics or journalism. He hit hard blows; but it was generally recognized that it was the cause he battled for, and that personal animosity directed not a single blow."

Expressions of like kindly sentiments might be multiplied from contemporaries, not only of Philadelphia and Pennsylvania, but from newspapers in New York, Boston, Baltimore, Richmond, Va., Cincinnati, St. Louis, Chicago, and from sectarian and other sources. He was everywhere respected and esteemed. He truly said in his "Farewell" to *The Press*,—

"I have done my best to make a good, honest newspaper. It has lived through many tempests and changes. It has received and returned many blows. But I can say, for myself, that, in all this long course of time, I have never deliberately wounded or injured a human being, even in the fiercest struggles of political or sectional difference; and I hope I may be permitted to add, that in more than fourteen years of official responsibility, with millions of public money to hold and disburse, not a dollar has been misapplied or devoted to my personal use."

As previously stated, it was in November, 1878, a little over a year after his disposal of *The Press*, and two or three months subsequent to his return from his third European trip, that Col. Forney established *Progress*.

Mr. Forney's literary labors of the more permanent character than the newspaper form are, in addition to his "Anecdotes of Public Men," "Letters from Europe," "A Centennial Commissioner Abroad," the "New Nobility," and the "Life of Winfield Scott Hancock."

It has been truly said of Mr. Forney that—

"He belonged to a class of men who build themselves into the civilization of their times, and who heartily greet every advance that is made on this line of human interests and human happiness. By his ready and versatile pen, by his eloquent and ringing voice, by his splendid and magnetic presence, he gave without stint, through nearly half a century, a prompt recognition and a masterly advocacy to every phase of genius, and skill and industry, and thought that makes up the sum of human welfare. He loved the people, and lived for them."

Such was the life of John W. Forney. He died at the age of sixty-four, after a short illness, leaving a widow and five children. His eldest son died some years previously. The expressions of regret and kindly sympathy that followed Col. Forney's death from the newspapers of the country, attest the esteem and affection with which he was regarded. The resolutions adopted by public meetings and journalists, after his death, form an appropriate conclusion to this brief sketch of his life:

"WHEREAS, Col. John W. Forney, the distinguished journalist and public man, the founder, and for nearly twenty years the proprietor, of the *Press*, on which journal those present were employed for a long term, has been suddenly called from among us, therefore,

"*Resolved*, That we deeply deplore an event which removes from his profession one of its brightest lights, and deprives this community of a ripe scholar, an experienced journalist, and a valuable citizen, the nation of a sage counselor, a devoted patriot, and all those who were ever associated with him of a devoted and sincere friend.

"*Resolved*, That we hereby desire to give expression to our appreciation of the kindly encouragement which he at all times gave to scores of young and struggling members of the profession, and of the advice, counsel, and sympathy by which their labors were cheered, and they were enabled to rise, if not to eminence, to prominent places in the field of journalism.

"*Resolved*, That his old employés recognize in him the kindest, fairest, and most generous of employers, and testify to the fact that during all the years of our association with him there was never a cause for any difference of opinion or any bickerings between us.

"*Resolved*, That a copy of these resolutions be conveyed to the afflicted family.

"*Resolved*, That as a further mark of respect the gentlemen of the meeting attend the funeral in a body."

Appropriate resolutions were also passed by numerous other public bodies, expressive of his many manly qualities.

Mind and Matter is a weekly publication, that is issued from No. 713 Sanson Street, by J. M. Roberts, in the interest of the Spiritualistic belief, and was first published Nov. 30, 1878.

Benedict's Fashion Journal has been published monthly since 1878, at No. 636 Arch Street, by Frances Benedict.

The Gazette is issued every Saturday, at No. 98 Chelton Avenue, Germantown, and was begun in 1878.

The Ice Trade Journal has been published monthly since 1878, at No. 501 Market Street.

The Librarian, started in 1878, is devoted to matters connected with local libraries, and is issued ir-

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regularly, by Samuel P. Ferree & Co., from No. 1104 Walnut Street.

The Foreign Mail, a monthly commercial journal, started in 1878, was an export edition of *The Grocer*, and was edited and published by Ward & Lipman, at No. 123 South Third Street. It has since been discontinued.

The Pennsylvania Law-Journal, commenced in 1878, was published every Tuesday for two years, and then went out of existence.

The Propagator, started in 1878, was published until 1880, semi-monthly, as an organ of the American Order of United Workmen.

Pepper's Musical Times and Band Journal, a monthly paper, is published by James W. Pepper, at No. 234 South Eighth Street. It was commenced in 1878, under the title of *Pepper's Band Journal*.

The Daily Legal News, "a journal of the law and of the court," was first issued Monday, Jan. 6, 1879, by Joshua T. Owen, editor and proprietor, and ran a few weeks only.

The United Service, when first issued, in January, 1879, was a quarterly review of military and naval affairs. A year afterward the publication was made monthly, and ever since then it has been the recognized authority in this country upon all matters connected with the army and navy of the United States, as well as the military and naval history of foreign nations. Its pages may at any time be consulted for all that is important in the progress of the art of war, while they also contain most valuable contributions to the records of past events. An important feature of *The United Service* is its development of the literary gifts of officers of the American army and navy who have been and are its contributors. It may be added that it is not at all deficient in articles from the pens of men who were in high command on the side of the Confederacy. Originated by L. R. Hamersly & Co., at No. 1510 Chestnut Street, it has been continuously published by that firm.

The Teacher, an educational journal, published monthly by Eldredge & Brother, at No. 17 North Seventh Street, was first issued in January, 1879. It is devoted to the interests of schools, teachers, and the cause of education in general.

The Monthly Register of the Philadelphia Society for Organizing Charity was issued for the first time in September, 1879, from No. 1602 Chestnut Street.

All the Year, a literary journal, commenced in 1879, was issued every Saturday for about two years.

The Advertiser was started in 1879, as a weekly, but was discontinued within a year.

Afield and Afloat, a sporting paper, issued every Tuesday, made its appearance in 1879, and was discontinued two or three years later.

Archives of Dermatology, a quarterly medical publication, was commenced in 1879, and went out of existence in three years.

The Bayerische Wochenblatt, a German paper, issued every Saturday, had its inception in 1879, and lived a year.

The Catholic Advance, a weekly religous paper, was issued in 1879, and ran a few weeks.

The Covenant, published on every other Saturday, was first issued in 1879, as the organ of the Reformed Episcopal Church, but was absorbed by the *Episcopal Recorder*.

The Farmers' Magazine and Rural Guide had its origin in 1879, and was published monthly for one or two years.

The Grand Army Review, published monthly in the interests of the Grand Army of the Republic, was issued for the first time in 1879. A year later it had gone out of existence.

The Musical Times and Art Journal was started as a weekly in 1879, and had about a year of life.

The North Philadelphian, issued every Saturday, made its appearance in 1879, and is now published as the *North Philadelphia Journal*.

The Open Fire-Grate came into existence in 1879, and was discontinued within a year.

The Presbyterian Monthly was first issued in 1879, and was continued for two years.

The Review of Medicine and Pharmacy had its inception in 1879, and was in existence two years.

The Sunday Argus, a Democratic sheet, was first issued in 1879, and perished within two years.

The Labor World, started in 1879, the organ of the laboring classes, is issued every Thursday from No. 441 Chestnut Street.

The Philadelphia Methodist was started in 1879, and is issued every Thursday from the Methodist Episcopal Book and Publishing House, No. 1018 Arch Street.

The Quaker City Review, published on Saturday, at No. 627 South Fifth Street, dates back to 1879.

The Merchants' Guide has been published every Saturday since 1879.

The Medical Bulletin, a monthly journal, had its origin in 1879, and has met with substantial success.

The Sunday Herald was begun in 1879, and published at No. 716 Sansom Street, where it went out of existence in four years.

The Quinologist, a monthly medical publication, was first issued in 1879.

The Textile Colorist, a scientific monthly magazine, published at No. 506 Arch Street, has been in existence since 1879.

Items of Interest, devoted to the advancement of the dental profession, was started in 1879, and is published monthly at No. 607 Sansom Street.

The Tribune and Farmer was established in 1879, and is issued every Saturday from No. 441 Chestnut Street.

Association News is published monthly by the Young Men's Christian Association, at the southeast corner of Fifteenth and Chestnut Streets, and has been issued since 1879.

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The Barber's National Journal was established in 1879, and is published at No. 120 North Seventh Street, as a semi-monthly.

The Enterprise, published upon alternate Saturdays, has been in existence since 1879.

The Evening News, a Republican daily afternoon paper, published by the Evening News Company, at No. 713 Chestnut Street, was started in 1879.

The Falls Advertiser and Riverside Gazette is published weekly, on Thursday, at Falls of Schuylkill, and was started in 1879.

The College and Clinical Record, a monthly medical journal, "conducted especially in the interest of the graduates and students of the Jefferson Medical College," made its appearance Jan. 15, 1880. It is published by E. Claxton & Co., at No. 930 Market Street, and is edited by Dr. Richard J. Dunglison, who was originally assisted by Dr. Frank Woodbury, now the editor of *The Medical Times*.

The Sugar Beet, a quarterly scientific and agricultural journal, was first issued in February, 1880, and is chiefly devoted to the discussion of the various aspects of sugar-beet culture. The general phases of sugar production are not neglected, however. The publishers are Henry Carey Baird & Co., at No. 810 Walnut Street. The editor is Lewis S. Ware, who is the author, among other works, of "The Sugar-Beet; including a History of the Beet Sugar Industry in Europe," and "A Study of the Various Sources of Sugar."

Golden Days, a juvenile publication, is a weekly paper whose columns teem with stories, instructive reading, sketches of adventure, and such matter as will interest, delight, and benefit boys and girls. To its columns many of the principal scientists, educators, and clergymen of the day contribute articles which are illustrated in the highest style of the artist and the engraver.

The first number was issued March 6, 1880, and in his salutatory, James Elverson, the publisher, said, "It will be my aim to give to the young warm, interesting, and vivid narratives prepared by the most popular and competent writers,—writers who understand childhood and comprehend their own responsibilities in that respect."

The proprietor never does anything in a half-way, half-souled manner, and when he printed two million seven hundred and fifty thousand copies of the first edition, at a cost of fifty thousand dollars, and distributed them free, through the newsdealers, and by the agency of over four hundred horsemen in sections where there were no railroads and newsdealers, he felt that his enterprise and judgment would be appreciated by American boys and girls. *Golden Days* is published by Mr. Elverson, at the northwest corner of Ninth and Spruce Streets.

The Textile Record of America was first published in September, 1880, by James W. Nagle and John W. Ryckman. During the two succeeding years there were some changes in the ownership, and in February, 1883, the entire property was purchased by Mr. Charles Heber Clark, who had been identified with the daily journalism of Philadelphia for nearly twenty years, and the journal is issued monthly at 425 Walnut Street. Under his administration *The Textile Record* has advanced to the very first rank among publications representing the textile industries. It is regarded all over the world as an authority upon the topics of which it treats.

It considers the transformation of fibres into fabrics; treats of the nature of fibres (as, for example, in papers upon fibres under the miscroscope); of all the processes of preparing them for the loom and knitting-machine; of dyeing in all its branches; of the manufacture of woolen, cotton, silk, jute, flax, and other fabrics; of economical and political questions belonging to the industry; of all kinds of new machinery produced for the benefit of the textile arts; and of mill construction, prevention of fires, etc.

It also gives large space to faithful representation of the knitting industry, which is conducted upon a huge scale in Philadelphia, and it is accepted by the knitting interests as their spokesman.

The American is a weekly journal "of literature, science, the arts, and public affairs," and was begun in 1880, the first issue being dated on October 10th of that year. Its origin may be traced to the weekly issue of a small folio, called *Weekly Notes*, which was sent out for some time as a supplement to the *Penn Monthly*, and was made up of original comment on current affairs, home and foreign, by the editor of the *Penn Monthly*, Robert Ellis Thompson, one of the faculty of the University of Pennsylvania. When *The American* was begun this feature was transferred to it, and the latter deals largely and freely with all political topics, at the same time treating editorially a wide range of social, industrial, and other questions, apart from its departments of literary review and criticism, art criticism, scientific information, etc. The first managing editor was William Ralston Balch, by whose energy and taste the start of the journal was particularly marked. He was succeeded in October, 1881, by Howard M. Jenkins, who continues, Professor R. E. Thompson being the chief editorial writer. Essays, reviews, criticisms, etc., are procured from a large number of writers throughout the country. The ownership of the journal is, as it has been from the beginning, substantially in the hands of Wharton Barker, a banker and manufacturer of Philadelphia, who has liberally sustained the enterprise.

The Baptist Family Magazine was commenced as a monthly in 1880, and continued less than two years.

The Commercial World, a monthly mercantile paper, was started in 1880, and discontinued in 1882.

Stoddart's Review was issued for the first time in 1880, and in 1882 consolidated with *The American*.

The Ingleside was commenced in 1880, and suspended in two or three years.

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The Carpenter was started in 1880, and issued monthly for a couple of years.

The American Journal of Photography was started in 1880, and is published monthly.

Quiz, a weekly society journal, is published at No. 912 Arch Street, under the editorial direction of Florence I. Duncan, and was founded in 1880.

The Bullion Miner and Coal Record was started in 1880, and is published every Saturday at No. 225 Carter Street.

The Eagle Journal, published on Saturday, was first issued in 1880.

The American Textile Manufacturer, a monthly trade journal, has been in existence since 1880, and is published at No. 506 Arch Street.

The Northwest was first issued in 1880, and is published on Saturday.

The Citizen, a literary and political journal published on Saturday, came into existence in 1880.

The Monarch City World, a monthly commercial journal, was started in 1880, but did not last long.

New Leaves, a monthly temperance journal, was first issued in 1880. It is the official organ of the Grand Division of the Sons of Temperance of Pennsylvania.

The Picture World, published by the American Sunday-School Union, was established in January, 1881, as a monthly publication for children.

Our Young People was first published in January, 1881, and is specially adapted to the older boys and girls in the Sunday-school, and to the young men and women in Young People's Associations. It is edited by Rev. Dr. A. Judson Rowland, and published by the American Baptist Publication Society, at No. 1420 Chestnut Street.

The Farm and Garden was established in 1881 by E. S. Child, and is now owned by Child, Boos & Co., and published from No. 125 South Fourth Street.

The Sunday Independent had its inception in the early part of 1881, the publishers being Riter & Harrington Fitzgerald, and was discontinued within a few months.

The Advance and Review, a quarterly periodical devoted to spiritualism, was started in 1881, and went out of existence within a year.

The American Pulpit and Pew, a monthly unsectarian religious journal, was issued for the first time in 1881, and lasted only one year.

The Bridesburg Standard, issued every Wednesday, was commenced in 1881, at Bridesburg, and within a year publication was suspended.

The Easy Hour, a literary journal, issued every Saturday, had its origin in 1881, and is not now in existence.

The Golden Year, a semi-monthly, issued in the interest of the American Order of United Workmen, had its origin in 1881, and came to an end in less than two years.

The Medical Advisory had its inception in 1881, but its career was brief.

The Oar, a sporting periodical, came into being in 1881, and soon died out.

The North American Manufacturer, published every Thursday, was started in 1881, and discontinued inside of two years.

The Quaker City Gazette, a society journal, published every Saturday, had a short career in 1881.

The Educational Visitor and Temperance Ensign, commenced in 1881, enjoyed but a brief existence.

The Family Herald, a family paper, published every Saturday, was started in 1881, and suspended the next year.

The Brewers' and Dealers' Journal has been published monthly, at No. 705 Sansom Street, since 1881.

The Commercial Bulletin, issued on Monday, had its origin in 1881, and is devoted to commerce and trade.

The Mining Journal, the publication office of which is at No. 330 Walnut Street, was begun in 1881, and is issued every Saturday.

Life, an eight-page illustrated society journal, was started in 1881, the publication office being in *The Press* building. Only a few numbers were issued.

The Grand Army Scout and Soldiers' Mail, an organ of the Grand Army of the Republic, published every Saturday, was issued for the first time in 1881.

Bennage's Musical Library has been published on Monday of each week since 1881.

The Educational Visitor was first issued in 1881, and still continues.

The National Brewer and Maltster is published at No. 126 South Second Street, on Saturday of each week. Its first issue was in 1881.

L'Avenir, a monthly religious journal, was started in 1881, in the interest of the French Protestant population of Philadelphia, and is still in existence.

The Graphic World, an illustrated family paper, was commenced in 1881.

Iron, a weekly mechanical journal, issued on Thursday, has been in existence since 1881. The publishers are A. C. Farley & Co., at No. 413 Walnut Street.

The Hosiery and Knit Goods Manufacturer, a monthly trade journal, entered the journalistic field in 1881, and publication was discontinued not long afterward.

The Post and Camp, issued on Saturdays, in the interest of the Grand Army of the Republic, had its inception in 1881, and has died out.

Kind Words, an evangelical juvenile journal, published every Saturday, came into existence in 1881.

The Household Visitor, published every Saturday, was started in 1881 as an independent family paper.

The National Agent, a monthly periodical of sixteen pages, whose publication office is at No. 711 Sansom Street, was first issued in 1881.

The New Church Life, a religious journal, issued

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monthly, is published in the interest of the Swedenborgian denomination, at No. 1802 Mount Vernon Street. It is a sixteen-page periodical, and was commenced in 1881.

The Tacony New Era was established Dec. 8, 1881, by William C. Watson and Daniel Muncy, and ran for one year. At that time Mr. Muncy sold his interest to Thomas J. Mills, and the paper is still continued.

Truth in Life, a children's journal, devoted chiefly to temperance, and *The Illustrated Treasury of Knowledge*, also a juvenile periodical, the purpose of which is to illustrate Bible truths from science, were established by the American Sunday-School Union in January, 1882.

The Family Review, devoted to legal, medical, educational, and social affairs, was first issued in January, 1882, and published at No. 355 North Fourth Street, by M. G. Taylor.

The Medical Register, a record of the literature of medicine and the allied sciences, was commenced Feb. 15, 1882, as a monthly publication, the publishers being P. Blakiston, Son & Co., at No. 1012 Walnut Street.

Our Continent, an illustrated weekly journal, published by "Our Continent Publishing Company," was issued for the first time Feb. 15, 1882. The officers of the company were Albion W. Tourgée, president; Daniel G. Brinton, M.D., secretary; and Robert S. Davis, treasurer. The first named was also the editor of the journal. Among the contributors to the initial number were George Parsons Lathrop, Sidney Lanier, Donald G. Mitchell, George H. Boker, Oscar Wilde, E. P. Roe, William M. Baker, J. T. Trowbridge, John Habberton, Max Adeler, Louise Chandler Moulton, Kate Field, William Pepper, M.D., Noah Porter, Helen Campbell, and Rebecca Harding Davis. Before the close of the second volume the title was changed to *The Continent*, and in the latter part of 1883 it was removed to New York City.

The Law and Order Advocate, a weekly paper, was issued for the first time on Sept. 4, 1882, from No. 126 (old number 134) South Fourth Street. Its object was the maintenance of the "American Sabbath," and the suppression of intemperance and vice.

The Caterer, a gastronomic monthly, was conceived by its publishers and editors in the beginning of 1882, but the initial number was not issued until the 1st of October of that year. Its character was not intended to be simply that of a cook-book, but of a nature that would interest and instruct upon general topics relating to the household and to domestic economy. It met with instant favor, and it has since received substantial patronage from thousands of readers. It is under the general direction of Joseph Whitton, and is published at No. 1013 Chestnut Street. The editor, James W. Parkinson, has long been known as a chief in gastronomic science.

The Germantown Independent was started Oct. 7, 1882, as a four-page, six-column weekly paper. Departments were added from time to time, embracing news items from Olney, Branchtown, Chestnut Hill, Mount Airy, and other suburbs of the town and out-of-the-way corners of the ward. A special feature was the introduction of portraits and biographical sketches of home celebrities, historical buildings of the town, etc.

Its proprietors are Horace F. McCann and J. Alex. Savage (McCann & Savage). Both are practical printers, McCann being a graduate of the *Germantown Telegraph* office, and Savage an early apprentice of the *Guide;* also afterward a contributor to and compositor on a number of city papers.

The publication office is at No. 4958 Germantown Avenue, where a large job business is done in addition. The paper has now a very large circulation for a suburban journal.

The Sower, "published every other Saturday (except from July 1st to September 15th) under the auspices of the Philadelphia Unitarian Churches," made its appearance Nov. 4, 1882.

The Literary Era, "a monthly repository of literary and miscellaneous information," was established in December, 1882, by Porter & Coates, at No. 900 Chestnut Street, and has met with substantial success from the outset.

The Clerk, a commercial paper, issued monthly, came into existence in 1882, and was printed only a very short while.

The Oriental Casket was started in 1882, but only a few numbers were issued.

The Record of Growth, a miscellaneous journal, had its inception in 1882, and is not now in existence.

The Hearthstone, an illustrated literary paper, started in 1882, is issued every Monday.

The American Silk and Fruit Culturist was started in 1882, and is published monthly at No. 1328 Chestnut Street.

The Saturday Journal, started in 1882, is published at No. 5125 Kershaw Avenue, Hestonville, West Philadelphia.

The Echo was started in 1882 as a monthly literary periodical.

The Home Protector, a temperance and literary journal, published every Saturday, was commenced in 1881.

The Agents' Bulletin, published monthly, was first issued in 1882.

Chaff, a monthly paper, came into existence in 1882. It was established as an illustrated college paper of the University of Pennsylvania, by eight graduates of the classes of 1881, 1882, and 1883. It contains original verses, illustrations, and light sketches of a humorous and satirical character, and has attained great success both in and out of the college. This paper is thoroughly original, all the articles, designs, illustrations, and engravings being by the members of the Chaff association.

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The Hammer, a German monthly mechanical journal, was started in 1882.

The Home Circle, a Baptist family magazine, issued monthly, from No. 1420 Chestnut Street, had its origin in 1882.

The Modern Reporter, a stenographic periodical, issued every month, was commenced in 1882.

True Blue, an independent weekly paper, entered the field of journalism in 1882.

The Thoroughbred Stock Journal, published monthly, at No. 27 South Seventh Street, had its beginning in 1882.

The Peacemaker, a twenty-page periodical, issued monthly by the Peace Society, was started in 1882.

Edison's Review, issued monthly, was published for the first time in 1882.

Knights of the Golden Eagle was started in 1882, as an organ of the order of the Knights of the Golden Eagle.

The Textile Monitor is published monthly, at No. 220 Church Street. The initial number was printed in 1882.

The Industrial Review was established in 1882, by the Industrial Review Publishing Company, and is issued monthly, at No. 806 Walnut Street.

The Miller's Review, devoted to milling interests, is published at No. 610 Chestnut Street, and had its origin in 1882.

The Spectator, published weekly, in the interest of the colored race, was started in 1882, but only a few numbers were issued.

The Review, a literary journal, published in behalf of the Society of Friends, was started in 1882, and issued monthly.

Strawbridge & Clothier's Quarterly, a family journal, published by Strawbridge & Clothier at No. 801 Market Street, has been in existence since 1882.

Terpsichore, a monthly periodical, was started in 1882.

The Scholar's Quarterly, a periodical intended to aid in the Sunday-school work of the Reformed Church, was issued for the first time in 1882.

Stewart's Banjo and Guitar Journal was originated in 1882.

The Sunlight was begun in January, 1883, and is published by the American Baptist Publication Society, at No. 1420 Chestnut Street, every other week, alternately with *The Reaper*, and at the same price. It has already gained a large circulation.

The Sunday Hour, an illustrated religious journal, was commenced in January, 1883, by the American Sunday-School Union.

Boogher's Repository, "devoted to the preservation of history, biography, and genealogy," was started in March, 1883, as a monthly magazine, and published by William F. Boogher, and edited by Horace Wemyss Smith. After the issue of the first number the latter assumed full control of the publication, and the May number was changed in title to the *American Repository*. Only three numbers were issued.

The Illustrated World was established by James Elverson, of the *Saturday Night*, who, on the 14th of April, 1683, published the initial number from the northwest corner of Ninth and Spruce Streets. Money was liberally expended on American talent, and in importing the plates of the finest and latest contributions to art in the Old World. But the fair prospects of the paper were doomed to come shortly to an end, in what was generally termed "The Saturday Night Injunction Case," brought by a citizen who complained that the running of the presses at night disturbed his rest, and otherwise made him uncomfortable. In refusing the injunction asked for, namely, that Mr. Elverson should be restrained from running his presses between six o'clock in the evening and six o'clock next morning, Judge Hare gave "leave to the complainant to apply for a further order, should circumstances render it expedient." This compelled Mr. Elverson to suspend the publication of *The Illustrated World* or have it printed elsewhere. As the latter alternative would have brought about unsatisfactory complications, he finally announced, in the number for Nov. 17, 1883, that he was forced by the decree of the court "to suspend the publication of the paper."

The American Psychological Journal, issued by the National Association for the Protection of the Insane and the Prevention of Insanity, had its inception in April, 1883, as a quarterly publication. It is published by P. Blakiston, Son & Co., at No. 1012 Walnut Street, and is under the editorial direction of Dr. Joseph Parrish.

The Sporting Life, published by Francis C. Richter, was commenced on the 15th of April, 1883. Office on Ninth Street below Walnut.

The Polyclinic, a monthly journal of medicine and surgery, conducted by the faculty of the Philadelphia Polyclinic and College for Graduates in Medicine, appeared July 15, 1883, and is published by P. Blakiston, Son & Co., at No. 1012 Walnut Street.

The Philadelphia Tobacconist, published in the interest of the tobacco trade, was started early in 1883, being issued from No. 126 South Second Street.

The Agents' Telegraph, a monthly paper, was first issued in 1883.

Schwaebisches Wochenblatt, a German paper, was commenced in 1883.

The Evening Call, an independent afternoon newspaper for the people, was first issued Sept. 17, 1883. From the beginning the number of copies daily printed and sold has exceeded sixteen thousand. *The Weekly Call* was first issued Dec. 15, 1883, and sold of its third issue twenty-six thousand four hundred copies, which is unprecedented in the history of weekly journalism. The following is the platform upon which both *The Evening Call* and *The Weekly Call* are conducted:

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"OUR PAPER—A Newspaper for the People, of the People, and by the People.

"OUR POLITICS—A candidate's fitness for office, irrespective of his *Party* name.

"OUR RELIGION—Character instead of Creed. He believes truth who lives truth.

"OUR AIM—The greatest good to the greatest number."

Robert S. Davis, the publisher and editor of *The Call*, is a native of Philadelphia, and received a collegiate education. In 1860–61 he studied law, but finally abandoned it, and became a general writer for newspapers and magazines. In 1863 he went to Washington, D. C., where he was the correspondent of several papers. While in that city he made the acquaintance of James Elverson, and the two became room-mates and warm friends. Joining their small savings, they entered into various speculations, in which they were quite successful. Possessing considerable means, they came to Philadelphia in 1865, and started the *Saturday Night*, the phenomenal success of which is generally known to the public. In the early part of 1882, having disposed of his share in the *Saturday Night*, Mr. Davis, together with two or three others, issued *Our Continent*, an illustrated weekly literary journal. Within less than a year, however, he withdrew from the new enterprise, and thereafter his thoughts were turned toward daily journalism. Finally he set about carrying into effect his resolution to establish a daily newspaper, and in accordance therewith issued *The Evening Call* in September, 1883. Mr. Davis is an energetic, enterprising man of business, and his tendency is to bring success where many others might fail.

The Home Companion, a monthly family paper, was started in the early part of 1883.

The Chestnut Hill and Montgomery News, a weekly paper, issued on Saturday, was published for the first time in 1882.

Truth, a Sunday paper, was started in 1883, and after a life of several months publication was suspended.

The Daily Register, a morning paper, devoted to the publication of the arrivals at the principal hotels of the city, was started in 1883, the office of publication being in *The Press* building, at the southwest corner of Seventh and Chestnut Streets.

The Dental Practitioner, a monthly periodical, had its beginning in 1883.

The Baptist Superintendent was first issued in January, 1884. It is edited by Dr. C. R. Blackall, and has already taken foremost rank. It contains general articles by the best writers relating to Sunday-school management, notes and queries on practical questions, blackboard reviews of every lesson, discriminating notices of books that are helpful to superintendents, and such other matters as are considered as having special value. The journal is published quarterly by the American Baptist Publication Society, the publication office being at No. 1420 Chestnut Street.

CHAPTER XLIX.

SECRET ORDERS AND SOCIETIES.

The Masonic Order.—The weight of evidence, official and unofficial, direct and collateral, goes to substantiate the claim of Philadelphia to be the mother-city of Masonry in America. We do not know the date or the circumstances of the formation of the first lodge, but it is reasonably inferred that some of the brethren, who had been initiated in England or elsewhere, met together more than a century and a half ago in this city, and resolved to establish an organization.[1] It is, however, positive that, on June 5, 1730, the Duke of Norfolk, Grand Master of the Grand Lodge of England, issued a deputation to Daniel Cox,[2] of New Jersey, as Provincial Grand Master of the provinces of New York, New Jersey, and Pennsylvania. This document, which is still in existence, speaks of application having been made by a number of brethren, then resident in the provinces named, which fully demonstrates the fact that prior to 1730 there were Masons in Philadelphia who united in asking recognition from the supreme head of the order. Moreover, Benjamin Franklin, in his *Pennsylvania Gazette*, of Dec. 8, 1730, said there were then several lodges of Freemasons erected in the provinces.[3]

[1] John Moore, in 1703, was commissioned by the king as collector of the port of Philadelphia. In 1715 he wrote a letter, in which he mentions having "spent a few evenings of festivity with my Masonic brethren." This is the earliest written evidence in existence of the fact that members of the craft dwelt within the present jurisdiction. Many descendants of John Moore attained professional and political, as well as Masonic, prominence.

[2] Daniel Cox was the son of Dr. Daniel Cox, of London, Governor of the province of West Jersey, and its largest landed proprietor, who, in 1691, sold the territory and the government to the West Jersey Society for nine thousand pounds. In 1703 the second Daniel Cox was appointed commander of all the royal forces in West Jersey, and was thence known as Col. Cox. Between 1705 and 1716 he was a member of the Council and of the Assembly, and in the latter year went to England. The minutes of the Grand Lodge of England show that at its meeting on Jan. 29, 1731, he was present, and his health was drunk as "Provincial Grand Master of North America." In 1734 he was appointed associate justice of the Supreme Court of New Jersey, and in 1739 he died in office. He was the author of a collection of voyages and travels, and "A Description of the English Province of Carolana, by the Spaniards called Florida, and by the French La Louisiana; as also of the great and famous river Meschacebe or Mississippi, the five vast navigable Lakes of fresh water, and the parts adjacent, with an account of the commodities, and their growth and production in the said Provinces."

[3] A very interesting discovery was made in the early part of 1884 by Clifford P. McCalla, R. W. J. G. W. of the Grand Lodge of Pennsylvania, who found among the MS. held by the Historical Society of Pennsylvania the original ledger of St. John's Lodge of Philadelphia from June 24, 1731, to June 24, 1738, which establishes the claims of Philadelphia to be the metropolis of Masonry in America. The oldest record previously known bore date two years later, and the oldest record in this State, that of Lodge No. 3, is dated 1767. The book was exhibited by its discoverer on the evening of the 28th of February at his lecture before Lodge No. 51, on "A Remarkable Masonic Life,"— that, namely, of Benjamin Franklin.

The book is bound in stiff vellum, and is labeled on the front cover, "Philadelphia City, St. John's Lodge, Libr. B." The entire volume is well preserved. It is of the blank-book pattern, five and a half by twelve inches, and two inches thick. It has an alphabetical index of

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Thomas Cadwalader's letter of Nov. 17, 1754, to Henry Bell, of Lancaster, has an allusion to the writer as one of the originators of the first Masonic lodge in Philadelphia, which was sometimes opened by a party that used to meet at the Tun Tavern in Water Street. In the fall of 1730 they designed obtaining a charter from the Grand Lodge of England, but Grand Master Cox coming into office, they procured it from him. Then on St. John's day, June, 1732, a Grand Lodge was held at the Tun Tavern, when W. Allen was chosen Grand Master, William Pringle, Deputy Master, and Thomas Boude and Benjamin Franklin, Wardens, for the ensuing year. The notice of this meeting in the *Pennsylvania Gazette* says "Sun Tavern," which is undoubtedly a misprint, as the most diligent search of the local antiquarians has failed to discover any such establishment. The Tun Tavern was kept by Thomas Mullan, and was on the east side of the street then indifferently called Water Street or King Street. The lodge, which before and after the Revolution was "No. 3," bore the additional title of Tun Lodge, an unquestionable allusion to the place of its origin. In 1734, Dr. Franklin, then Grand Master of the province of Pennsylvania, had some correspondence with Henry Price, who had been appointed by Lord Montague Grand Master of England, Provincial Grand Master of New England and dominions and territories thereunto belonging. Franklin's letter bore date Nov. 28, 1734, and in it he said that as he had heard that "Mr. Price's deputation and power were extended over all America," the brethren in Pennsylvania requested from him a charter confirming them in their privileges of holding a Grand Lodge. It is not known that Price made any reply to Franklin. It has been stated on June 24, 1734, a deputation was granted by the St. John's Grand Lodge of Massachusetts, but there is no evidence that it was ever acted upon, and even the fact of the grant rests under a shadow of doubt. Franklin's application was caused, as he writes, by the "fear of some false and rebel brethren, who were foreigners, and who were about to set up a distinct lodge in opposition to the old and true brethren, and pretending to make Masons for a bowl of punch, the craft coming into dissension unless the true brethren are countenanced and distinguished by some such special authority as desired."

In 1735 the Grand Lodge changed its place of meeting from the Tun Tavern to the Indian King, the oldest and one of the celebrated public resorts of that day, situated on the South side of High [now Market] Street, below Third, at the southwest corner of Biddle's Alley [between Bank Street and Third Street]. In 1749, about the time of the appointment of William Allen as Provincial Grand Master, the Grand Lodge removed to the Royal Standard Tavern, located on High Street, near Second Street. By this time the members wearied of meeting in taverns, and, on March 12, 1752, they resolved to erect a separate building for Masonic purposes. It was finished in 1754, and was a three-story brick building on the south side of Norris [afterward Lodge] Alley, just west of Second Street. Erected by subscription at a cost of about seven hundred and thirty pounds, it was called the Freemason's Lodge, and the title was vested in trustees of the three lodges. On St. John's day, 1755, the Masons had their first public procession and celebration. They marched from the Norris Alley hall to Christ Church, where they listened to a discourse from Brother William Smith upon the precept, "Love the Brotherhood, fear God, and honor the King." This was the order of the procession:

1. The Sword Bearer carrying a drawn sword.
2. Six Stewards with white rods, walking two-and-two.
3. The Grand Secretary and Grand Treasurer, who bore each a crimson damask cushion, on one of which was laid the Bible, and on the other the Book of Constitutions.
4. A reverend brother.
5. The Grand Master, supported by two brethren of rank and distinction.
6. The Deputy Grand Master, supported in like manner.
7. The two Grand Wardens.
8. Two members of the Grand Lodge.
9. The three orders, Doric, Ionic, and Corinthian, carried by three Tylers.
10. The three Masters of the three regular lodges of the city.
11. The two Wardens of the First Lodge.
12. The two Wardens of the Second Lodge.
13. The two Wardens of the Third Lodge.
14. The three Secretaries of the three lodges.
15. The three Treasurers of the three lodges.
16. The visiting brethren walking two-and-two.
17. The members of the First, Second, and Third Lodges walking two-and-two.
18. The six Stewards with their rods, walking two-and-two.
19. The Grand Masters, Governor Morris', Governor Tinker's, and others of the brethren's coaches and chariots, empty.

Cannon thundered their salutes and a curious populace gazed upon the panoply and display as the line marched to the church and returned to the hall. There a banquet had been prepared, which the Masons

the names of the brethren of the lodge. A curious thing about it is that some of the pages are occupied with commercial entries in reference to the publication of seventeen hundred and ninety copies of the Prayer-Book, New Testament, and the Laws of Pennsylvania, a fact which shows that some member of the lodge devoted to its service one of his business ledgers. The B on the cover shows that an A preceded it, though probably not a volume of accounts, as the lodge originated only in the latter end of 1730, and in 1732 had but nineteen members, as appears from its vote when one of its members, William Allen, was elected Provincial Grand Master of Pennsylvania.

Among the names of the members are those of Henry Pratt, William Paschal, James Bingham, Owen Owen, Thomas Hopkinson, Capt. William Plumsted, John Waugh, James Hamilton, Joseph Shippen, Thomas Bond, Philip Syng, Richard Howell, Dr. Thomas Cadwalader, David Humphrey, and Henry Lewis, all of whom are still represented in Philadelphia society. The tenth name on the list is that of Benjamin Franklin, and the book establishes the fact of his having been made a Mason on June 24, 1731, when "the remainder of his £3 entrance-fee is £2." He had probably paid one pound previously, for he is charged with five months' dues, dating, no doubt, from his "apprentice" days. His publication on Masonry appeared in his *Gazette* of Dec. 8, 1730. From this it is apparent that Franklin became affiliated as an entered apprentice at least four months previously, say in or before February, 1731. By comparison with the register in the "Freemason's Pocket Companion," published in Dublin in 1735, St. John's Lodge is identified with No. 116, and it met on the first Monday of each month; the place of meeting in this register is placed at the Hoop, in Water Street.

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and their guests enjoyed until the very modest hour of five o'clock in the afternoon.

Up to this time there were two Grand Lodges in England,—the Grand Lodge of England (at London), and the Grand Lodge of All England (at York). Harmony and discord alternately marked the relations of these two bodies, and in 1753 certain brethren complained of the encroachment of the Grand Lodge at London on their rights, declared that the ancient landmarks had been removed, and they seceded, assuming the title of "Ancient York Masons," and denominating the followers of the regular Grand Lodge at London as "Moderns." From the Grand Lodge of Ancients the present Grand Lodge of Pennsylvania had its origin. The Provincial Grand Lodge (Ancients), which was numbered one, has left no official memorial to show the circumstances which attended its origin. Lodge No. 2 claims its date from July 7, 1758, when it was chartered by the London Grand Lodge as English Lodge No. 69. On June 20, 1764, the London Grand Lodge issued a patent to Lodge No. 69, Ancient York Masons, at Philadelphia, authorizing them to form and to hold a Grand Lodge for the province of Pennsylvania. This warrant was acted upon. The Provincial Grand Lodge was organized, and it is enumerated in the list of lodges as No. 1. Recognizing the authority of this Provincial Grand Lodge, No. 69 surrendered its warrant, and a new warrant was issued to the same brethren, authorizing them to hold Lodge No. 2, A. Y. M., of Pennsylvania. Lodge No. 3 must also have been in existence under a prior English warrant. Its earliest record bears date Oct. 22, 1767, at which time it was organized under a warrant from the Provincial Grand Lodge. Hugh Stewart was at that time Worshipful Master. Up to the Revolution the Masters of No. 3 were as follows: 1767, Hugh Stewart; 1768, Robert Moore; 1769, James Loughead; 1770, William Shute; 1771, John Fox; 1772, John Fox; 1773, Alexander Kidd; 1774, James Fulton; 1775, Dr. Anthony Yieldall; 1775–76, Charles Allen. Before the Revolution the place of meeting of the lodges of Ancient York Masons was probably in Videll's Alley, a small court which ran from the west side of Second Street, below Chestnut, westward. There was in this alley a building used occasionally for lectures, religious meetings, and other purposes.

Lodge No. 3, according to a notice in a newspaper published before the Revolution, met in Videll's Alley, and most likely the other lodges met at the same place. Afterward, it is probable, they met at the City Tavern, where it appears the meetings were held in 1777. In the interval between the establishment of the Provincial Grand Lodge, No. 1, and the Revolution, nineteen lodges had been chartered under its authority. Of these Nos. 2, 3, 4, 9, 13, and 19 were held in Philadelphia.

According to Ahiman Rezon, the first Royal Arch Chapter in America of which any account exists was held in Philadelphia before 1758. This chapter worked under the warrant of Lodge No. 3, and had communication with the military chapter working under Warrant No. 35, granted by the Grand Lodge of All England, which proceedings were subsequently ratified by that body.[1]

The subject of Royal Arch Masonry was for many years one of difficulty to the order in this State. In 1795 a man named Molan was at the head of the attempt to introduce innovations into the Royal Arch degree, and to form an independent Royal Arch Chapter in Philadelphia, under the warrants of Lodges Nos. 19, 52, and 67, held in this city, and a Maryland and a Georgia lodge. The Grand Lodge of Pennsylvania nullified these proceedings, but acknowledged the right of the subordinate lodges to exalt their members to the Royal Arch degree. To secure uniformity in the work, it established a Grand Royal Arch Chapter (the first in the United States), and in 1798 decreed that no warrant for a chapter should be granted by the Grand Chapter except to be worked under the warrant of a regular existing lodge. In the previous year a convention of chapters, attended by delegates from Massachusetts, New Hampshire, Rhode Island, Connecticut, Vermont, and New York, had met at Boston, and had repudiated the authority of Grand Lodges over Royal Arch Chapters.

In 1798 a Grand Chapter was erected, having jurisdiction over all the States mentioned, and made provision for organizing State Grand Chapters, to which authority was given to institute subordinate chapters. The Grand Lodge of Pennsylvania protested against all this, and much inconvenience was caused to the Royal Arch Masons of this State. The trouble was healed in 1824, when the Grand Lodge of Pennsylvania agreed to a separation between itself and the Royal Arch Chapter, which was thenceforth to be independent, with authority to confer the Mark Master's and the Most Excellent Master's degree, the Grand Lodge retaining control of the Past Master's

[1] The military, or traveling lodges, were established in both armies. Before the Revolution, Masons of the Seventeenth British Regiment were granted a warrant as Lodge No. 18 by the Grand Lodge of Pennsylvania. The present Montgomery Lodge, No. 19, was established by warrant granted May 13, 1779, to the First Regiment of Pennsylvania Volunteer Artillery. During the war this lodge traveled with the Pennsylvania line, and some time ago the brethren of that lodge had in possession an old-fashioned chapeau-de-bras which belonged to the traveling lodge, and might have been worn by the Master. No. 19 worked under the original charter until after the war. In 1784 the warrant was surrendered to the Grand Lodge. In 1786 a new warrant was issued to supply the place of that which was surrendered, and it was directed to Thomas Proctor, of the First Regiment of Pennsylvania Artillery. Under the latter warrant, Montgomery Lodge, No. 19, is still worked. The Grand Lodge of Pennsylvania also issued warrants to North Carolina, Maryland, and New Jersey Regiments of the Continental army.

After the Revolution, Warrant No 58 was issued to officers connected with St. Clair's expedition to the Northwest Territory. The Masonic jurisdiction of the Grand Lodge of Pennsylvania was without limit. Upon the records there are entries of warrants issued to lodges in Pennsylvania, New Jersey, Delaware, Virginia, South Carolina, Georgia, Hayti, and the West Indies.

degree. By this action the Grand Chapter became assimilated with the Royal Arch Chapters of the United States, although it was not acting under the charter of the so-called Grand Chapter of the United States, and the difficulties in the way of Pennsylvania brethren visiting other jurisdictions were renewed.

The Grand Lodge (Moderns) almost ceased to exist during the Revolution, the members being much divided on politics, and Grand Master Allen, who was a Royalist, having left for England. The new Grand Lodge (Ancients) kept up its organization, and met in the Modern Freemason's Lodge. In June, 1775, Lodge No. 3 met at Daniel Smith's City Tavern, in Second Street, at the corner of what was subsequently called Gold Street, and celebrated St. John's day with a dinner, at which there were thirteen members, who ate thirteen dishes, drank thirteen toasts, sang thirteen songs, swallowed thirteen bottles of wine and thirteen bowls of toddy, and paid a landlord's bill of thirteen pounds. They were loyal to the inchoate republic, for it is recorded that their toasts were all patriotically American. At least one meeting of the new Grand Lodge was convened at the same place in 1777. The city lodges were greatly interfered with while the British troops occupied the city. A lodge met at Second Street and Elfreth's Alley, but it is believed to have been made up of soldiers of the royal regiments. But when the English evacuated the city, in June, 1778, the Masons prepared to reconstruct their organizations, with the feeling that every tie had been ruptured which had bound them to obedience to the Grand Lodge of England. The Grand Lodge was reformed, and in conjunction with subordinate lodges it commemorated the anniversary of St. John the Evangelist, Dec. 28, 1778, the occasion being honored with the presence of Gen. Washington. A procession was formed at the college, Fourth below Arch Street, and in the following order marched to Christ Church:

1. The Sword Bearer.
2. Two Deacons, with blue wands tipped with gold.
3. The three orders, Doric, Ionic, and Corinthian, borne by three brethren.
4. The Holy Bible and Book of Constitutions, on two crimson velvet cushions, born by the Grand Treasurer and Grand Secretary.
5. A reverend brother.
6. Four Deacons, bearing wands.
7. His excellency, our illustrious Brother George Washington, Esq., supported by the Grand Master and his deputy.
8. The two Grand Wardens, bearing the proper pillars.
9. The Past Masters of the different lodges.
10. The present Masters of lodges.
11. The Senior Wardens of the different private lodges.
12. The Junior Wardens of the different private lodges.
13. The Secretaries of the different private lodges.
14. The Treasurers of the different private lodges.
15. Brother Proctor's band of music.
16. Visiting brethren.
17. The members of different lodges, walking two-and-two, according to seniority.

The "Modern" Grand Lodge had ceased to exist before or about 1778, some of the members connecting themselves with the more prosperous lodges of the "Ancients." The Grand Lodge of that year was a united body. How long it remained at the City Tavern is uncertain. In 1785, some of the brethren determined to open a Sublime Lodge of Perfection, according to the rites recommended by the King of Prussia, extending the Masonic degrees to the number of thirty-three, which lodge was constituted December 23d, in the "new Grand Lodge room in Black Horse Alley." The room could have been occupied only a short time, as during the next year the meetings were again being held in the old hall on Lodge Alley, which in 1792 was sold to the First Universalist Church. In 1789 or 1790 the Grand Lodge erected a temporary building on a lot on Walnut Street, that had been presented to it by Joseph Dean, Junior Grand Warden, for the nominal consideration of one penny ground-rent per annum, and which in 1807 the Grand Lodge sold for one thousand eight hundred dollars.

A memorable event in the history of the order was the meeting of the Grand Lodge and the subordinate lodges, Sept. 25, 1786, when connection with the Grand Lodge of England was severed. "It was improper," in the language of the resolution, "that the Grand Lodge of Pennsylvania should remain any longer under the authority of any foreign Grand Lodge." In consequence of this action the Grand Lodge adjourned *sine die*. A convention was called by the representatives of all the lodges, and the present Grand Lodge of Pennsylvania was formed by the following resolutions:

"*Resolved*, That the lodges under the jurisdiction of the Grand Lodge of Pennsylvania, lately holden as a Provincial Grand Lodge, under the authority of the Grand Lodge of England, shall and do form themselves into a Grand Lodge, to be called 'The Grand Lodge of Pennsylvania and Masonic Jurisdiction thereunto belonging,' to be holden in the said city of Philadelphia."

Between 1790 and 1802 the Grand Lodge had several official residences in succession, besides that on the lot presented by Mr. Dean. It leased for nine years, from Aug. 23, 1790, the second story of the Free Quaker meeting-house, southwest corner of Fifth and Arch Streets, at seventy-five pounds per annum. The expiration of the lease was looked forward to with so much anxiety that, in 1796, it was proposed to form the Mason Hall Association of Pennsylvania, but the subscriptions to the stock were so small that the undertaking was fruitless. In 1779 the Grand Lodge might have been homeless but for the kindness of Governor Thomas Mifflin, who granted permission that its meetings should be held in the room of the secretary of the Senate, in the second story of the western part of Independence Hall. There the communication was held at which the Grand Lodge prepared for the commemorative procession in honor of Washington, soon after his death, December, 1799, Congress, by resolution, having requested the Society of Freemasons to act as mourners. After an address by the Grand Master, the Masons marched to Zion Lutheran Church, at Fourth and Cherry Streets, where an address was delivered by Richard Henry Lee. Soon

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afterward the French Lodge L'Amenite held a Lodge of Sorrow for Washington.[1]

On January 22d, the day of the general funeral solemnity throughout the nation in memory of Washington, the Masons again assembled at the State-House, and took up the route of march from Zion Church. In the line three lights extinguished were borne by three Past Masters. A trophy in honor of Washington, surmounted by a golden urn, bearing an eagle, and appropriately inscribed, followed. The following Blue Lodges were in the procession: L'Amenite, No. 73, Joseph E. G. M. De La Grange, Master; Philadelphia Lodge, No. 72, Christian Sheetz, Master; Orange Lodge, No. 71, William Nelson, Master; Concordia Lodge, No. 67, Henry Voight, Master *pro tem.*; Washington Lodge, No. 59, John McElwee, Master; Harmony Lodge, No. 52, George Springer, Master; Lodge No. 19, Capt. John Coyle, Master; Lodge No. 9, Capt. Andrew Nelson, Master; Lodge No. 3, Col. John Barker, Master *pro tem.*; Lodge No. 2, John Phillips, Master. Between three hundred and four hundred Masons were in this parade. At the church an oration was delivered by Rev. Samuel Magaw. Solemn odes in the German language, composed by Rev. Dr. Helmuth, were sung by a choir.

The accommodation extended by Governor Mifflin was of course understood to be merely temporary, and the Grand Lodge would probably have purchased an unfinished building on the south side of Arch Street, above Ninth, except for the objections of some of the members that it was "too far out of town." Consequently a purchase was made from William Hunter, for three thousand dollars, of a plain three-story brick building, on Filbert Street, above Eighth, which was dedicated as the Pennsylvania Freemasons' Hall, on Dec. 27, 1802. Pending the repairs to the edifice the lodges met at the house of Brother William Francis.

Twenty-four lodges were in the display with which this Filbert Street hall was opened.

The rent paid per annum by the lodges was forty dollars; by chapters and encampments, twenty dollars. The second and third stories were in use for Masonic purposes. The room on the ground-floor was rented to a brother of the order for the purposes of a school, and the education of the children of poor brethren without charge, it was agreed, should be the rent which he was to pay for the premises. The order flourished greatly while the brethren occupied this building. Charters were granted for lodges in various portions of Pennsylvania and in foreign countries, among the latter, Les Frères Unis, No. 77, Port D'Espagne, Trinidad; No. 78, old Mingo Town, Northwest Territory; No. 85, Alexandria, Va.; Nos. 87, 88, 89, San Domingo; Nos. 90, 93 (Loschavite), New Orleans; Nos. 97, 98, 99, San Domingo; No. 103 (Les Temple des Vertues Theologialis), Cuba; No. 105 (Amity), Zanesville, Ohio; No. 107 (Western Star), Kaskaskia, Ill.; No. 109 (Louisiana), Ste. Genevieve, Miss.

The only Philadelphia lodges chartered were Columbia, No. 91, No. 102, and Jerusalem, Frankford.

MASONIC HALL IN 1802.

The old building on Filbert Street was torn down a few years ago.

In a few years the Masonic order outgrew these quarters, and in 1807 a committee, consisting of George A. Baker, Peter Le Barbier Duplessis, Richard Tybout, and Thomas Passmore, bought from William Waln a lot of ground on the north side of Chestnut Street, between Seventh and Eighth, for a ground-rent of eight hundred and fifty dollars per annum, with privilege of extinguishment at any time by the payment of sixteen and two-thirds years purchase. A really handsome and ambitious building for that epoch was erected, eighty-two feet front and one hundred and sixty-nine feet deep. The brickwork and pillars were supported by buttresses of parti-colored marble, enriched with niches for statues, capped by triangular pillars, connected together by an embattled parapet capped with marble. A wooden steeple, one hundred and eighty feet high,

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[1] L'Amenite Lodge, No. 73, was instituted by French refugees, who had fled to Philadelphia from the reign of terror in France and the negro insurrection in San Domingo. It was chartered by the Grand Lodge of Pennsylvania, May 20, 1797, the first officers being Tanguy de la Brissiere, W. M.; Gabriel Decombaz, S. W.; and Armand Caignet, J. W. Among its members were the Abbe La Grange, Belin, Gardette, and Chaudron, the orator. It was in this lodge, on Jan. 1, 1800, that Chaudron, in the presence of the Grand Lodge of Pennsylvania, delivered the first Masonic eulogy in the French language upon Washington. This address and that of La Grange, who was then Worshipful Master of the lodge, were printed in French and English editions. The commemoration had some political significance, as a crisis in the relations of France and the United States was at hand, and the French brethren in Philadelphia desired to testify their ardent hopes for peace between the two nations, and their appreciation of the amity that had prevailed under Washington's administrations. L'Amenite went out of existence about 1823.

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rose from the centre of the roof. The first floor embraced a large hall, and several smaller rooms intended for public purposes and the celebration of the grand feasts, while the second floor was devoted entirely to Masonic purposes. The corner-stone was laid April 17, 1809, by the grand officers. It was presented by John Griffith, and bore a Latin inscription, of which the following is a translation:

"On the 17th day of the month of April,
in the thirty-third year of the
Independence of the
United States
of America,
of the Christian era
one thousand eight hundred and nine,
this foundation-stone of the Pennsylvania
Free Masons' Hall
was laid
by JAMES MILNOR, ESQUIRE,
Most Worshipful Grand Master of Masons in
Pennsylvania,
attended by
Peter Le Barbier Duplessis, Esq., Right Worshipful Deputy Grand Master; Richard
Tybout and Robert Poalk, Right
Worshipful Grand Wardens,
amidst the acclamations of a numerous
assembly of brethren."

Very little work had been done before the Grand Lodge found itself on the verge of a financial slough. It was proposed to raise money by means of a lottery, but the difficulty was tided over by issuing four hundred shares of stock at one hundred dollars each, and asking non-Masons to contribute towards the erection of the steeple, as it was at the suggestion of citizens, who considered "that it would greatly add to the beauty of this flourishing and increasing metropolis," that the addition was made. The Filbert Street hall had been sold for four thousand five hundred dollars, and the assets of the Grand Lodge at this time were fourteen thousand seven hundred and two dollars and seventy-seven cents. On the day of St. John the Baptist, June 24, 1811, the building was dedicated. The committee of arrangements, with a view of adding to the funds, recommended that the price of tickets to the ball should be three dollars to each member, and five dollars to the banquet. The members were directed to meet at the old college in Fourth Street, whence they marched to St. John's Lutheran Church, on Race Street, between Fifth and Sixth, where the Grand Master, James Milnor, delivered an oration, after which the procession reformed and marched to the new hall. The following city lodges took part in the parade: Industry, No. 131; Phœnix, No. 130; Temple, No. 128; Philanthropy, No. 127; Rising Star, No. 126; Hermann, No. 125; Union, No. 121; St. John, No. 115; Solomon, No. 114; Columbian, No. 91; L'Amenite (French), No. 73; Philadelphia, No. 72; Orange, No. 71; Concordia, No. 67; Washington, No. 59; Harmony, No. 52; No. 51; Montgomery, No. 19; Nos. 9, 3, and 2. There were also country lodges, and the grand officers of New Jersey and Maryland. At the church was sung a grand chorus, written by Brother John Nesbit, of Lodge No. 126, and composed by Brother R. Taylor; a Masonic hymn composed by Brother Taylor and written by Brother Joseph Clay, Past Master of No. 3; music, composed by Brother Carr and sung by Brother Nesbit; prayers and benediction by Dr. Rogers and the Junior Chaplain. At the church there attended as guests the judges of the courts, the attorney-general of the State, the mayor and recorder of the city, the clergy of various denominations, the directors of the Academy of Fine Arts, and a brilliant assemblage of ladies. At the hall the ceremonies of dedication were celebrated in the ancient and solemn form. The Grand Lodge, with the officers from New Jersey and Maryland and about two hundred of the brethren, dined in the banqueting-hall. The members of Lodge No. 2 marched to the house of Brother Patterson, near the Schuylkill, where an address was delivered by Brother David Neilson, and a prologue by Brother John Phillips, Grand Pursuivant.

Thirty-one lodges took part in the dedication ceremonies, and from the amounts charged for admission and for the banquet there was a profit of $2300.25. The building cost $67,850.67½; the furniture, with other expenses, $4962.78. The ground-rent was eventually purchased for $14,166.67. Total cost of ground and building, $86,980.12½.

Up to the beginning of the year 1811 there were added in the Filbert Street hall to the city lodges the following: Solomon, No. 114; St. John's, No. 115; Union, No. 121; Hermann, No. 125; Rising Star, No. 126; Philanthropy, No. 127; Temple, No. 128; Phœnix, No. 130; and Industry, No. 131.

On May 30, 1810, the order lost its Venerable Patriarch, William Ball, Right Worthy Past Grand Master, who, in 1761, received the first warrant for a Grand Lodge of Ancient York Masons in Pennsylvania. He was in the eighty-first year of his age, and for fifty-nine years he had been a constant attendant on the services of the lodges.

Masonry in Philadelphia was most gratifyingly stimulated by the construction of the new hall, but there came a sudden and grievous check to this career of success on March 9, 1819, when the edifice, of which the brethren were so proud, was entirely swept away by fire. One feature of the calamity was that nearly all the old books, documents, and historical data of the grand and subordinate lodges were lost.

The indomitable energy of the Masons was exhibited in the meeting on March 11th, at which it was resolved to rebuild at once. As to the financial situation the trustees of the Masonic loan reported that the loan amounted to sixty-six thousand dollars, the sinking fund was fifteen thousand one hundred and eighty-eight dollars, the insurance on the burnt hall twenty thousand dollars, and the value of the lot was more than equal to the balance of the loan. The Grand Lodge and most of the subordinate lodges went back to the Filbert Street hall during the time

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required for rebuilding on Chestnut Street. In view of the debt pressing on the Grand Lodge, the temple was finished in a manner plainer than its predecessor, and the steeple was omitted from the plan. An apparatus was introduced to illuminate it by means of carburetted hydrogen gas made from tar, and this was the first use of gas for lighting in this city. In order to help the fraternity the Legislature passed an act releasing the property from taxation for twenty years. The hall that had risen from the ashes of the finest structure that the Masons of Philadelphia had ever erected was dedicated Nov. 1, 1820, the lodges listening in the morning to an oration at Zion Church. Rebuilding expenses amounted to fifty-five thousand three hundred and thirty-three dollars and five cents, and on March 1, 1824, the debt of the Grand Lodge was one hundred thousand dollars.

The Masonic order took part in the ceremonies of the reception of Gen. Lafayette, Sept. 28, 1824, and the lodges joined in the general procession. Lafayette being himself a Mason, a formal reception and dinner were tendered him at the hall on September 30th, and the banquet-room was decorated with the portraits of the two brethren, Washington and Lafayette. Between 1811 and 1824, the following new lodges were instituted: Franklin, No. 134; Roxborough, No. 135 (meeting at Manayunk); Rising Sun, No. 139; Mount Moriah, No. 155; Meridian Sun, No. 158; La Reconnoissance (French), No. 160; Eastern Star, No. 186; and Integrity, No. 187.

The controversy which had arisen in consequence of the grievance of some of the country lodges, that the Grand Lodge was conducted too much in the interests of the Philadelphia brethren alone, was happily adjusted in 1822. The anti-Masonic excitement, which about 1827 began in a small way, disastrously influenced the fraternity in Philadelphia, so much so that in 1835 the Grand Lodge sold the Chestnut Street hall to the Franklin Institute for one hundred and ten thousand five hundred and fifty dollars, and bought Washington Hall for twenty-five thousand dollars. This hall was on the west side of Third Street above Spruce, and was the property of the Washington Benevolent Association, which presented to the Grand Lodge the Masonic apron once the property of George Washington. This relic is still in the possession of the Grand Lodge in a perfect state of preservation.

Washington Hall was dedicated Dec. 8, 1831, at which time twenty-eight lodges were represented. In 1852 it was decided to erect a new hall on the Chestnut Street site, which had reverted to the Masons through the failure of the Franklin Institute to keep up its payments. The corner-stone of this, the third Chestnut Street Masonic temple, was laid Nov. 21, 1853, by Grand Master Anthony Bournonville, Grand Warden Dr. John K. Mitchell delivering the oration. The building committee were James Page, Francis Blackburne, Philip R. Engard, James Hutchinson, William M. Swain, William Carr, and George Smith.

On Sept. 26, 1855, this hall, which was of Gothic architecture and had a brown stone front, was dedicated, the day being the sixty-ninth anniversary of the independence of the Grand Lodge of Pennsylvania. Four thousand Masons marched in column from Washington Hall to Independence Square, where Rev. James King delivered an oration, and the line then moved to the new Temple, which was one of the most magnificent buildings of the kind in the country, costing in all one hundred and eighty-three thousand three hundred and twenty-eight dollars. Here Masonry prospered exceedingly, and in 1866 the site of the present Grand Temple, on Broad Street, appropriately styled "the wonder of the Masonic world," was bought. The committee that conducted the purchase were Past Grand Master Henry M. Phillips, Charles H. Kingston, John U. Giller, Henry J. White, James C. Adams, Daniel Brittain, and Jacob Laudenslager. Grand Master Richard Vaux laid the corner-stone June 24, 1868, in the presence of ten thousand Masons. The articles deposited in the corner-stone were a copy of the Holy Bible, copy of the Ahiman Rezon of the Grand Lodge of Pennsylvania, list of lodges in this jurisdiction, copy of the last annual publication, copy of the resolutions of the Grand Lodge in reference to the building of the Temple, copy of the *Masonic Register* for 1868, coins of the United States, a Washington penny of 1791, a Franklin penny of 1787, piece of wood cut from one of the cedars of Lebanon, a piece of marble that was part of the Golden Gate of the Temple of King Solomon, piece of stone from the foundation of the Temple at Jerusalem, a gold Masonic medal (keystone), silver medal of Past Grand Master Peter Williamson, copper medal struck in commemoration of the election of the Prince of Wales as Grand Master, Nov. 24, 1790, gold Masonic medal (circle), silver set of lodge jewels and the working tools of a Master Mason's Lodge, biography of Brother Stephen Girard, newspapers of the day, resolutions of the Grand Lodge in relation to the new Temple, the list of the building committee, and the list of lodges and grand officers.

The architect was James H. Windrim, and the building committee was the same as the purchase committee already named, with the addition of the election officers of the Grand Lodge. The trustees of the building fund, who had charge of the finances, were Past Masters James Page and John Thomson, Joseph N. Piersol, Peter A. Keyser, and Francis Blackburne. Under the wise and skillful management of these brethren, who earned for the Grand Lodge $35,544.84 in the shape of interest, all the money required for the execution of the great work was secured just as it was needed. During the Masonic year 1868 the amount spent on the structure was $209,344.77; in 1869, $190,000; in 1870, $189,367.19; in 1872, $335,722.19, and the remainder of the total in 1873. The entire receipts

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of the building fund were as follows: From surplus fund of Grand Lodge, $144,686.24; from Masonic loans, $1,385,425; from interest on loans, $35,544.84; from old material, $1,256.74; a total of $1,566,912.82. The payments were for the lot, $156,793.16; for the building, $1,390,018.14; interest to Grand Treasurer, $9061.45; brokerage, $3750.00; expenses of trust, $170.79; a total of $1,559,793.54, which, as deducted from the receipts, left a surplus of $7119.28. John Bolt was superintendent of the building till Nov. 8, 1871, when he was succeeded by Allen Bard, who carried it on to completion.

This Temple was dedicated Sept. 26, 1873, by Grand Master Samuel C. Perkins. Beside the Grand Lodge of Pennsylvania there were represented in the procession the Grand Lodges of Connecticut, Delaware, District of Columbia, Florida, Indiana, Iowa, Kansas, Illinois, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Nova Scotia, Rhode Island, West Virginia, Wisconsin, Ireland, Alabama, Arkansas, and Canada. One hundred and fifty-eight subordinate lodges made up the twenty-eight divisions of which the procession was composed, George W. Wood being Grand Marshal. Over twenty thousand Masons were in line, and made a most noble and impressive display. Moving at 8.30 in the morning from Broad and Chestnut Streets up to Columbia Avenue, and countermarching to Arch Street, the procession was four hours and a quarter in reaching the Temple. The people who viewed the imposing spectacle could be numbered by hundreds of thousands, and Masonic decorations were everywhere visible. The formal dedication ceremonies were proceeded with at the Temple, and the oration was delivered by Past Grand Master Robert A. Lamberton. In the evening a banquet was given, and a "Table Lodge" was held. On September 29th the Grand Chapter Hall of the Royal Arch Masons was consecrated, addresses being made by Grand High Priest Charles E. Meyer and Acting Grand King Andrew Robeno, Jr. The next day the Knights Templar consecrated their Asylum in the Temple with the most brilliant pageant ever seen in Philadelphia. Twenty-six Grand Commanderies and subordinate Commanderies were in the public parade, of which Charles H. Kingston was Division Commander. The orator of the day was the Right Eminent Grand Commander Sir Grant Weidman.

Much has been written of the dimensions and beauty of this Temple. The four fronts—on Broad, Cuthbert, Juniper, and Filbert Streets—are perfect specimens of Norman architecture, unlike anything else in the city. Granite of a grayish white color is the material of the exterior. The grand tower at the southeastern angle has an elevation of two hundred and fifty feet. Like Solomon's Temple of old, this one has three gates, of which the western, on Broad Street, is the grand entrance. The important divisions are the apartments of the grand officers, the Library, Oriental Hall, the Banquet Hall, Corinthian Hall, Renaissance Hall, the Ionic Hall, Egyptian Hall, the Norman Hall, and the Gothic Hall, the name of each of which suggests the style of its construction and decoration. They are all spacious and stately interiors, ornamented with chaste and truthful art. Since the ceremonies of dedication-week, the Masons of Philadelphia have but had to review a career of progress, upon which there has not been a serious

MASONIC TEMPLE, 1884.

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drawback. The fraternity is now one hundred and fifty-four years old in this jurisdiction, and in 1886 will celebrate the centennial anniversary of the independence of its Grand Lodge.[1]

Colored Masons.—The introduction of Masonry into Philadelphia among the colored people was accomplished by means of authority conferred by the African Grand Lodge of Boston, Mass., and on Sept. 20, 1798, a charter was issued to the Second African Lodge, No. 459. There were eleven petitioners for the charter, among whom were William Harding, James Fosten, and Peter Richmond, who asserted in their memorial that they were Ancient York Masons, and others averred that they were made Masons in the Golden Age Lodge, No. 222, of the city of London. It is not known where the meetings of the African Lodge, No. 459, were first held. The books and papers of the organization have been scattered, and very much rests upon tradition. In the *Aurora* of Dec. 21, 1808, appears a notice that on the succeeding St. John's day the African Lodge, No. 459, would proceed from the lodge-room, No. 155 Lombard Street, to St. Thomas' Church to hear a sermon, after which a collection would be taken up for the benefit of the church. No. 155 Lombard Street was between Fifth and Sixth, on the north side. After some years of prosperity the African Lodge found itself in a sufficiently satisfactory financial condition to undertake the building of a hall for itself. On Oct. 25, 1814, it laid the corner-stone of such a hall on Eleventh Street, next door to the southeast corner of Barley Street, which was dedicated in June, 1818.

In 1798 there was also constituted in Philadelphia African Lodge, No. 544, the originators of which were colored seamen, who obtained a charter from a Grand Lodge in Germany. No 459 had no authority beyond the Master Masons' degree, while No. 544 could work Royal Arch and higher degrees, and could create new lodges. It gave a warrant to still another lodge of colored Masons. The conflicting claims of these rival organizations were injurious to both, and good sense prevailing among the members, they finally concluded to come together and form one body. There were now three lodges, it was claimed, and sufficient to constitute a Grand Lodge,—namely, Second African, No. 459, African, No. 544, and the lodge created by the latter. This union was effected in 1815, and the lodges took the title of the First Independent African Grand Lodge of North America. The following officers were elected: Rev. Absalom Jones, R. W. G. M.; Peter Richmond, Dep. G. M.; Alexander Logan, Sen. G. W.; Matthew Black, Jun. G. W.; William Coleman, G. Sec.; Anthony Kane, G. Treas.

At a meeting of the Grand Lodge, on the 4th of March, 1816, the minutes show that there were four lodges represented. Among these were the Second African (Prince Hall Lodge), No. 1; the African (German), No. 2; Phœnix, No. 3; and Union, No. 4; which were constituted on the 31st of January, 1816. A warrant was granted Nov. 25, 1817, to constitute Harmony Lodge, No. 5.

In July, 1818, a trouble arose in the order which led to the adoption of extreme measures. Sixteen signers gave notice that, as members of the African Grand Lodge, they declared themselves "dissenting from and independent of that body." The Grand Lodge expelled them, charging them with "endeavoring to split and destroy this society and its harmony."

On the 4th of January, 1819, the warrant of Union Lodge, No. 4, which was in the hands of Benjamin F. Chase, was ordered to be restored to the Grand Lodge, while the lodge was ordered to be expelled for ninety years, nine months, nine weeks, and nine days. These expulsions led to the formation of an opposition to the Independent African Grand Lodge —which was composed of Union Lodge and other organizations made up at the beginning from the members expelled—in July, 1818, which was known as the Hiram Grand Lodge. They established themselves in Seventh Street, below Lombard, west side, and were in operation there for many years.

In 1825 some members of Harmony Lodge, No. 5, were also expelled by the Independent African Grand Lodge. They continued to hold meetings and engage in the work without giving any attention to the action which was taken against them, and claimed, in after-years, to have obtained a charter from the Grand Lodge of Ohio, meeting at Chillicothe.

The following were Grand Masters of the First Independent Grand Lodge of North America between the time of its institution, in 1815, and 1825: Rev. Absalom Jones, 1815–16; Peter Richmond, 1816–20; Freeman Lattimore, 1820–21; Peter Richmond, 1821–25; Richard Parker, 1825–26.

Notwithstanding the dissensions that have been alluded to, the colored Masons of Philadelphia have increased in numbers and influence until they now

[1] Masonic Templarism was established in Pennsylvania by Encampment No. 1, of Philadelphia, in 1793, and between that date and 1797 Encampments No. 2, of Philadelphia, No. 3, of Harrisburg, and No. 4, of Carlisle, were formed. These commanderies came together in 1797, and on the 12th of May established a Grand Encampment for Pennsylvania, being the first encampment of Knights Templar in the United States. This branch of the Masonic order continued its meetings without attracting any public attention. The Grand Lodge recognized it in the new hall on Chestnut Street by appropriating the room of the Royal Arch Chapter for the meetings of the Templars. The work of the encampments was derived from the English, Scotch, and Irish rituals. In 1812 Commanderies Nos. 1 and 2, being weak in numbers, resolved to consolidate, and were recognized as No. 1.

On the 8th of June, 1819, the Most Eminent Sir William McCorkle, General Grand Master of the Pennsylvania Encampment of Knights Templar and the appendant orders, issued a charter by which he created Sir Knights Stephen P. Barbier Grand Master, John W. Kelly Generalissimo, and John D. Ferguson Captain General of an encampment of Knights Templar, to be held in the city of Philadelphia, and to be known as St. John's Encampment of Knights Templar, No. 4. After that period there were difficulties in the order as to jurisdiction, and Nos. 1, 2, and 3 went out of existence, and in 1824 St. John's, No. 4, was the only commandery in Pennsylvania.

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form an important element of the community. Among them are many of the colored citizens of the first standing.

Odd-Fellowship.[1]—The Independent Order of Odd-Fellows is a beneficial, benevolent, and charitable organization, an offshoot of the Manchester Unity of Odd-Fellows, in England. The payment of weekly and funeral benefits to its members is one of its predominant and peculiar characteristics, and its past record shows that it has been second to none in its contributions for the relief of the afflicted and distressed, not only of its own membership, but to those entitled to public sympathy and assistance whenever unforeseen calamities demand it.

It was not unusual with the early Odd-Fellows to profess an origin of great antiquity; but nothing is known of it beyond the existence of a few scattered self-constituted convivial clubs in London and some of the adjoining districts in England, under the name of the Ancient Order of Odd-Fellows,—at the latter part of the eighteenth century a sort of a necessary appendage to the taverns of that day,—extending incidental relief to their fellows very much after the plan of the Saxon guilds, but without any recognized head or system, and apparently without a thought of perpetuating its existence by properly adjusted dues and benefits, that would secure to any or all of its members the needed relief as a right, until 1813, when, under the leadership of an intelligent marble mason, by the name of Bolton, in Manchester, some of these scattered and self-instituted lodges were formed into a united and fraternal brotherhood, under the name of the "Manchester Unity of Independent Odd-Fellows," which has continued to grow and increase with the population and industries of that country, and is at this day among the largest and most useful of the friendly aid societies of England, with over half a million of members, enjoying the unbounded confidence of the government and people of that country. The institution, therefore, as we know it, is of modern time, grown in our midst and fashioned by our hands, and however attractive the origin of antiquity may be, we put forth no claim to such distinction.

The order was introduced into the United States, in 1819, by Thomas Wildey, of Baltimore, who had been a member of it in London before he emigrated to this country, and the first lodge in the State of Pennsylvania (Pennsylvania, No. 1) was organized in the city of Philadelphia, at the house or hotel of John Upton, then No. 66 Dock Street, west of Second Street, Dec. 26, 1821, with John Pearce as the Noble Grand or presiding officer, John Upton as treasurer, and two others, James Day and Samuel Croucher, all that could be found in Philadelphia at that time, and James B. Robinson, who came over from New York City (afterward the first Grand Master of the State of New York) to make up the requisite number to institute the lodge.

They were all Englishmen, joining together to revive and introduce into this country the social and convivial assemblies of the respectable middle classes of the English people, as they had seen and known them in London and Manchester.

UPTON'S HOTEL, DOCK STREET, 1821.

There had been previous to this, and there were at this time, lodges in Baltimore, New York, and Boston, all of them self-instituted, as this one was, having no official head or connection with each other until Thomas Wildey, who had been instrumental in establishing the order in Baltimore, and subsequently obtained a charter from one of the Manchester Unity Lodges in England, took steps, in June, 1823, to unite these self-instituted lodges under one head, in which they mutually agreed to recognize the Maryland organization and the Grand Lodge of Maryland as the head of the order on this continent, which was thereafter to be composed of representatives chosen annually from these and subsequent Grand Lodges as the order should extend to other States, each of these States accepting from the Maryland organization a Grand Lodge charter, which gave them the exclusive authority to institute subordinate or working lodges within the limits of their respective States. The Grand Lodge of the United States, or Sovereign Grand Lodge, reserved to itself the exclusive right to introduce the order into the other States and Territories of the United States and foreign countries, and this general plan of organization has been maintained to the present time, until the order has been successfully established in every State and Territory of the Union, Canada, the British provinces, Australia, Germanic

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[1] Contributed by John W. Stokes, Past Grand Sire, author of the history of the first decade of the order in Pennsylvania.

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Europe, Mexico, South America, Netherlands, Switzerland, Denmark, the Sandwich and West India Islands.

Pennsylvania Lodge, No. 1, considering its novelty in this country, was a success both in the numbers and character of the members that were attracted to it. Its financial system, if it had any, was at first a crude one. Relief by voluntary contributions, as the occasions required, for a while answered all practical purposes, but when the alluring features of the original founders became distasteful to our people a properly-digested system of dues and benefits became necessary, and was adopted, which has steadily improved ever since, and, though not so perfect as it might be, is enabling the lodges and encampments to live up to their promises to a degree that inspires the members with an abiding confidence in the performance of their engagements whenever sickness and misfortune befall them.

The increase in numbers of the Odd-Fellows soon overrun Upton's accommodations, and they were compelled to seek other quarters. In the latter part of 1823 they removed to No. 14 Broad Street, above Arch, where they remained until the early part of 1826, when they again removed, to the northwest corner of Seventh and Chestnut Streets. The English influence and customs here lost their force, and the convivial practices which had characterized the lodge-meetings were forever abandoned. Samuel Pryor, who was by birth and education a Quaker, became the Grand Master of the State. He was a man of culture, of easy and affable manner, and good address, popular and highly esteemed in the Grand Lodge, as well as in the community. He and his co-laborers devoted their best efforts to Americanize this ephemeral scheme of Anglo-Saxon social good-fellowship into an organized plan of perpetual blessing to millions of the human family. The change gave a new impetus to the order, and it continued to increase and extend under the new system of things to the upper and outer districts of Frankford and Germantown, and to the distant cities of Pottsville and Pittsburgh. Lodges No. 2, 3, 4, 5, 6, and 7, the latter to work in the German language, sprung up in rapid succession. There was a necessity for better accommodations, which was recognized by the Grand Lodge in leasing and fitting up several commodious rooms in the Adelphi Building, on Fifth Street, below Walnut, in 1830, where they remained until September, 1846, when they removed to the new hall on Sixth Street, below Race, which the lodges located within the old city limits had previously united in building, at a cost of about sixty-five thousand dollars. By the contributions of one cent per week per member of each lodge and encampment composing the association, with the rents received during the payments of these contributions, the lodges paid for the building and furniture in about twelve years. The order still continued to increase in numbers and popular favor, and to keep pace with the industries and population of the city and State, until out of the forty-three places of meeting in the city of Philadelphia for the accommodation of one hundred and forty-one lodges, they now have fourteen large and substantial buildings that are owned by the order and clear of debt, yielding handsome returns upon the investments.

JOHN UPTON.

In looking over the early records of the order, we are forcibly struck with a long list of names of those who, doubtless, foresaw the future possibilities for good that could be accomplished by this novel organization, if the proper direction was given to it in the beginning, and to whom posterity are much indebted for the wonderful success and prosperity that followed. Few of them survive, but they have left names behind them that their descendants and contemporaries should be proud of. The writer of this sketch came into this order over fifty years ago (1833), and found them actively engaged in this benevolent and unselfish work, building up an organization designed solely to benefit and help their fellow-men in times of need. They were from all the varied pursuits of life, earnest workers in whatever their hands found to do. In justice to their memories, the names of a few of them are given that have passed from works to rewards, that it may be an incentive to those that survive to encourage every good effort to improve the condition and alleviate the misfortunes of their fellow-men, however humble may be its beginnings, to wit: John Pearce, Samuel Pryor, Samuel H. Perkins, Jesse R.

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Burden, John H. Campbell, William C. Rudman, William Wilkinson, Dr. William J. A. Birkey, Ezra T. Garrett, Howell Hopkins, Dr. Anson Jones (afterward president of the republic of Texas), William Skinner, Charles Oakford, Marshall Sprogall, James Goodman, Richard G. Laning, Stephen Child, Samuel R. Brick, Joseph S. Brewster, Jacob Hubeli, Peter Fritz, John W. Forney, Horn R. Kneass, Dr. Henry S. Patterson, John G. Potts, John McMichael (father of the late Morton McMichael, whose statue adorns our beautiful park), and many others of like worth and reputation. They were representative men of the times, twelve of them afterwards Grand Masters of the State and three—Perkins, Hopkins, and Kneass—Grand Sires of the United States.

The wonderful results that have followed the humble efforts of these five adopted citizens to bring their fellow-men together, regardless of their country or creed, into closer fellowship and sympathy with each other in prosperity or affliction, upon a platform that the whole human family can harmoniously stand upon, recognizing God as the Father of all and themselves as a family of brethren, which the last report of the Grand Lodge of the State exhibits, attests the value of its continued existence. From a single lodge in this city, sixty years ago, with but five members, meeting in the upper room of a hotel, we have now one hundred and forty-one lodges, with over thirty thousand members, owning fourteen substantial halls for their accommodation, with over four hundred of their numbers specially and constantly charged with the duty of visiting the sick, burying the dead, and caring for the widows and orphans entitled to the aid and sympathy of the fraternity.

The following comprises a list of the principal officers since the establishment of the order in Philadelphia:

Year.	Grand Master.	Grand Secretary.	Grand Treasurer.
1823.	Aaron Nichols.	W. H. Mathews.	Joseph Richardson.
		Benjamin Daffin.	
1824.	Thomas Small.	" "	
1825.	" "	W. Richardson.	Aaron Nichols.
1826.	R. H. Bartle.	Samuel Pryor.	Emor T. Weaver.
1827.	Samuel Pryor.	Thomas Small.	Joseph E. Mannel.
1828.	Wm. H. Mathews.	" "	Andrew Anderson.
1829.	John G. Potts.	Samuel Pryor.	" "
1830.	Isaac Brown.	" "	John G. Potts,
1831.	Anson Jones.	Thomas Small.	Joseph E. Mannel.
1832.	Wm. Skinner.	" "	" "
1833.	Wm. Jas. A. Birkey.	William Skinner.	John G. Potts.
1834.	Joseph Fontayne.	" "	William L. Hobson.
	Daniel Kenny.		
1835.	Samuel H. Perkins.	" "	" "
1836.	Joseph S. Brewster.	John Rhoads.	" "
1837.	Jacob Hubeli.	Joseph S. Brewster.	" "
1838.	Howell Hopkins.	" "	" "
1839.	Horn R. Kneass.	" "	John Coates.
1840.	John W. Stokes.	William Curtis.	" "
1841.	John T. Brown.	" "	" "
1842.	Joseph Browne.	" "	F. K. Morton.
1843.	John C. Yeager.	" "	" "
1844.	John Perry.	" "	" "
1845.	N. B. Leidy.	" "	" "
1846.	Thomas McKeever.	" "	" "
1847.	Joseph S. Langer.	" "	" "
1848.	Daniel Baker.	William Curtis.	F. K. Morton.
1849.	Henry S. Patterson.	" "	" "
1850.	George S. Morris.	" "	" "
1851.	William H. Witte.	" "	" "
1852.	Peter Fritz.	" "	" "
1853.	Jas. B. Nicholson.	" "	" "
1854.	Thomas Helm.	" "	" "
1855.	Caleb E. Wright.	" "	" "
1856.	D. Francis Condie.	" "	M. Richards Muckle.
1857.	Robt. A. Lamberton.	" "	" "
1858.	Elias Wildman.	" "	" "
1859.	Henry Lambert.	" "	" "
1860.	John A. Simpson.	" "	" "
1861.	Daniel Washburn.	" "	" "
1862.	William English.	" "	" "
1863.	I. H. McCauley.	" "	" "
1864.	William H. Trinick.	" "	" "
1865.	John M. Crosland.	" "	" "
1866.	George Fling.	" "	" "
1867.	Richard Watson.	" "	" "
1868.	Peter B. Long.	" "	" "
1869.	Saml. F. Gwinner.	James B. Nicholson.	" "
1870.	John B. Springer.	" "	" "
1871.	Alfred Slack.	" "	" "
1872.	Jacob M. Campbell.	" "	" "
1873.	William Stedman.	" "	" "
1874.	Isaac A. Sheppard.	" "	" "
1875.	John Levergood.	" "	" "
1876.	George F. Borie.	" "	" "
1877.	S. B. Boyer.	" "	" "
1878.	Samuel Haworth.	" "	" "
1879.	John A. Myler.	" "	" "
1880.	Alfred R. Potter.	" "	" "
1881.	Robt. E. Wright, Jr.	" "	" "
1882.	Francis M. Rea.	" "	" "
1883.	Charles N. Hickok.	" "	" "

The following figures from the last official report of the Grand Lodge of Pennsylvania show the outgrowth of the establishment of the first lodge in Philadelphia, and also bear witness of the growth, vitality, and appreciation of its purposes by the people throughout the State:

Subordinate lodges	895
Members	80,389
Brothers relieved	11,355
Widowed families relieved	926
Paid for the relief of brothers	$277,620.31
" " burying the dead	85,706.57
" " relief of widowed families	7,790.59
" " education of orphans	460.45
Total relief during the year	$371,557.92

And as showing that the people of this city and State are not alone in the enjoyment of the advantages of this organization, these statistics from the last report of the Sovereign Grand Lodge are appended:

RETURNS FOR THE YEAR 1882.

Sovereign Grand Lodge	1
Independent Grand Lodges (German Empire and Australasia)	2
Grand Lodges	50
Grand Encampments	41
Subordinate lodges	7,514
Subordinate encampments	1,864
Rebekah Degree Lodges	966
Lodge initiations	47,549
Encampment initiations	10,044
Lodge members	493,997
Encampment members	85,110
Relief by lodges	$1,704,290.98
Relief by encampments	166,806.91
Relief by Rebekah Lodges	11,345.99
Total relief	1,882,443.88
Revenue of lodges	4,755,702.10
Revenue of encampments	441,884.78
Revenue of Rebekah Lodges	48,359.12
Total revenue	5,245,946.00

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THE ORDER FROM 1830 TO DEC. 31, 1882.

Initiations in subordinate lodges	1,273,368
Members relieved	1,044,480
Widowed families relieved	138,685
Members deceased	101,451
Total relief	$34,690,968.23
Total receipts	92,838,831.83

The American Legion of Honor is a secret benevolent order, which was established at Boston, in 1879. It embraces a membership ranging from eighteen to sixty-five years, and pays death benefits of $500, $1000, $2000, $3000, and $4000. Assessments are graded according to the age of the candidate when becoming a member. It was introduced into this city in 1880 by the institution of Philadelphia Council, No. 48. There are now seventy councils in Philadelphia, named as follows:

Harmony, No. 23; Philadelphia, No. 48; Anthracite, No. 49; Eureka, No. 53; Pennsylvania, No. 57; Quaker City, No. 58; Germantown, No. 63; Keystone, No. 75; Washington, No. 76; Fidelity, No. 94; Apollo, No. 96; Kensington, No. 98; Provident, No. 105; Corinthian, No. 107; Excelsior, No. 119; Progressive, No. 125; Anchor, No. 129; Knickerbocker, No. 130; Franklin, No. 131; West Philadelphia, No. 132; Empire, No. 133; Advance, No. 155; Mercantile, No. 200; Lincoln, No. 310; Enterprise, No. 331; Theodore H. E. Gruel, No. 335; Sylvania, No. 339; Unity, No. 479; Phœnix, No. 487; Milton, No. 488; Spring Garden, No. 551; Columbia, No. 621; Invincible, No. 628; Minerva, No. 645; Aggressive, No. 681; Merchants', No. 707; Grand, No. 740; Security, No. 748; Equity, No. 759; Royal Oak, No. 806; Iownao, No. 815; Major, No. 823; Belmont, No. 831; Royal Arch, No. 845; Mentor, No. 907; Rittenhouse, No. 927; Diamond, No. 928; Live Oak, No. 964; William Penn, No. 981; Hand-in-Hand, No. 990; St. John's, No. 1030; Norris, No. 1040; Welcome, No. 1062; Oak, No. 1082; Eli S. Beery, No. 1096; Prosperity, No. 1122; Mutual, No. 1173; and Schuyler, No. 1174. Michael Nisbit, of Philadelphia, is Supreme Commander of the Supreme Council of the State of Pennsylvania.

Order of Elks.—The Benevolent and Protective Order of Elks was the outgrowth of a social club of actors known as the "Jolly Corks," and was originally established in New York in 1868 by members of the dramatic profession, who modeled it after the analogous Order of Buffaloes in England. At the start the object of the Elks was but little more than the cultivation of a sociable feeling among the members, and none but actors or persons in some way connected with the stage were admitted; but in about six months the benevolent feature was introduced, and the restriction on the membership was removed. The second lodge instituted was Philadelphia, No. 2, which is one of the largest and most prosperous of all. It was established in 1872, and occupies rooms at the northeast corner of Tenth and Chestnut Streets. By the constitution of the order only one lodge is permitted to exist in any city. Philadelphia Lodge now has one hundred and sixty members, and its officers are as follows: Exalted Ruler, John Christie; Esteemed Leading Knight, C. E. Henney; Esteemed Lecturing Knight, Albert Armstrong; Secretary, Lou Frazer; Treasurer, David B. Hill.

The Artisans' Order of Mutual Protection is beneficiary in its purposes. Philadelphia Assembly, No. 1, was organized in 1873. Six other assemblies have since been instituted in this city, and are now in existence. They are: Keystone, No. 2; Pennsylvania, No. 3; Nonpareil, No. 5; Commonwealth, No. 9; Fidelity, No. 21; and John A. Duncan, No. 28.

The Iron Hall, a beneficiary secret order, originated at Indianapolis in March, 1881, and on the following September 1st, Dr. James R. Ward instituted Branch No. 26, with seventeen members, which was the first in Philadelphia. There are, in 1884, fifteen branches in this city, having an aggregate membership of six hundred and forty.

The Knights of the Golden Rule, also beneficiary, is an organization which was introduced into Philadelphia, Nov. 7, 1881, by the formation of Castle Penn, No. 192, which is still the only one in the city. It numbers thirty members. Throughout the country the order has two hundred and forty-seven castles and a membership of four thousand eight hundred.

The Ancient Order of Good-Fellows is nearly half a century old in this city, Philadelphia Lodge, No. 1, having been organized in 1840; including it, there are now ten lodges in Philadelphia. The other nine are: Pennsylvania, No. 4; American Star, No. 5; General Washington, No. 6; Keystone, No. 11; Humane, No. 14; Mount Vernon, No. 17; Washington, No. 20; Welcome, No. 40; and Penn Township, No. 45. There are also two encampments,—Philadelphia, No. 1, and Washington, No. 8. The total of the membership here is about one thousand.

The Knights of Honor, a secret beneficial organization, paying a death benefit of two thousand dollars, collected on the mutual assessment plan, was established at Louisville in June, 1873, and now has two thousand seven hundred lodges and a membership of one hundred and forty thousand. The first lodge in Pennsylvania was Philadelphia Lodge, No. 1638, which was instituted in 1876, and has since been merged into another. The Philadelphia lodges in 1884 are as follows:

Name and Number.	Members.
Columbia, No. 1639	229
Triple Tau, No. 1792	98
Eagle, No. 1868	68
Nonpareil, No. 1890	56
Girard, No. 1915	98
St. Albans, No. 1926	60
Continental, No. 2056	33
West End, No. 2073	76
American Star, No. 2136	36
Corinthian, No. 2224	36
St. Leger, No. 2407	59
West Philadelphia, No. 2439	40
Constantine, No. 2448	45
Theodore Koebner, No. 2502	72
Mentor, No. 2573	75
Covenant, No. 2776	51
Total	1129

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Dr. Jacob Roberts, of Philadelphia, is present Grand Director of the State of the Knights of Honor.

The Order of United Friends is regularly chartered under the insurance laws of the State of New York, where the first council was instituted in November, 1881. Philadelphia Council, No. 44, was the earliest in this city, having been organized Sept. 29, 1882. On April 25, 1883, the Grand Council of the State of Pennsylvania was formed by sixteen councils, most of which were situated in Philadelphia. The existing councils in this city are ten in number, viz.: Philadelphia, No. 44; Corona, No. 50; Pennsylvania, No. 52; George G. Meade, No. 54; Orient, No. 56; Hand-in-Hand, No. 71; Mercantile, No. 84; Southwark, No. 105; Keystone, No. 108; and Quaker City, No. 120. Their membership sums up five hundred and fifty-five. Dr. Jacob Roberts, of this city, is Imperial Councilor of the Grand Council of Pennsylvania.

The Royal Arcanum is a secret benevolent order which pays a death benefit of three thousand dollars, collected from members in proportion to age. It arose in Boston in June, 1877, and was introduced in this city in April, 1879, when Philadelphia Council, No. 298, was instituted. The councils and their membership in this city now are:

Name.	Members.
Pennsylvania	390
Philadelphia	250
West Philadelphia	65
Iouie	140
Ivy	90
Quaker City	45
Dupont	40
Integrity	70
Total	1090

The Home Circle is a secret and beneficiary association that was originated in Boston in 1879. Adelphi Council, No. 38, was the first in Philadelphia, and was organized in December, 1881. The other councils in this city at present are: Woodland, No. 41; Fidelity, No. 42; Pennsylvania, No. 61; Mizpah, No. 62; Olivet, No. 69; and Southwestern. The membership is between three hundred and fifty and four hundred.

The Order of United American Mechanics was founded at meetings held July 8th and July 15, 1845, at Jefferson Temperance Hall, Philadelphia, when an organization, styled the American Mechanics' Union, was formed for the protection and encouragement of workingmen, and the providing of relief funds. On July 22d this society took the name of Experiment Council, No. 1, of the Order of United American Mechanics of the United States. It chartered Enterprise Council, No. 2, Sept. 2, 1845, and Perseverance Council, No. 3, Oct. 21, 1845. In November of the same year these three instituted the State Council of Pennsylvania. In 1858 the order completed its fine hall, corner Fourth and George Streets, at a cost of forty-five thousand dollars. It has three hundred and fifty-four councils in the State, including forty-three in the city. The following are the Philadelphia councils:

Name and Number.	Members.
Experiment, No. 1	41
Enterprise, No. 2	47
Resolution, No. 4	17
Washington, No. 5	207
Pennsylvania, No. 6	31
United States, No. 7	133
Kensington, No. 9	312
Independent, No. 10	146
Liberty, No. 11	179
Hand-in-Hand, No. 14	193
Fame, No. 15	177
Friendship, No. 16	26
Eagle, No. 19	80
Mantua, No. 22	109
Rising Sun, No. 24	50
Elm Tree, No. 26	86
Northern Liberty, No. 28	132
Decatur, No. 36	152
Spring Garden, No. 38	118
Science, No. 39	44
Reliance, No. 40	102
Philadelphia, No. 43	25
Mount Vernon, No. 44	108
Radiant Star, No. 45	185
Relief, No. 47	76
Schuylkill, No. 56	49
Improvement, No. 68	61
Aramingo, No. 78	117
Matthew Patton, No. 79	43
Ashland, No. 81	65
Southwark, No. 83	39
Lincoln, No. 99	123
Progressive, No. 109	47
Western, No. 111	60
General Marion, No. 117	77
United, No. 175	26
Hiawatha, No. 195	42
Purity, No. 209	117
Humane, No. 234	84
Greble, No. 103	118
Henry Clay, No. 107	47
Total	3091

The Patriotic Sons of America is an order that, under the title of Junior Sons of America, originated in Philadelphia in 1847, the membership being exclusively of young men under twenty-one years of age. It was suspended during the civil war because of the general enlistment of its members, but was reorganized in 1866 under the new name as above. Its main purpose is the cultivation of patriotism. Members must be over seventeen years old, must favor free education, and oppose the union of church and state and foreign encroachment in America. It also provides death benefits running from five hundred dollars to fifteen hundred dollars. The State Camp of Pennsylvania, chartered in 1868, is located in Philadelphia, as is also the National Camp, which was organized in 1872. There are three degrees in the order,—the red, the white, and the blue. The subordinate organizations of the red are called camps; of the white, councils; and of the blue, commanderies. There are nearly two hundred of these divisions in Pennsylvania, with a membership of over fifteen thousand. They have a monthly publication of twenty-four pages, called the *Camp News*. In Philadelphia there are sixteen camps and one commandery. The superior officers in 1884 are as subjoined:

Officers of the National Camp.—National President, Richard Peterson, Broad and Noble Streets, Philadelphia, Pa.; National Vice-President, George P. Smith, 42 Corbitt Street, Denver, Col.; National M. of F. and C., Hewitt T. Ellis, Connersville, Fayette Co., Ind.; National Secretary Henry J. Stager, 524 North Sixth Street, Philadelphia, Pa.; National Treasurer, Arthur S. Welch, 41 Leonard Street, New Haven, Conn.; National Inspector, I. A. Heald, 111 First Street, San Francisco, Cal.

State Camp of Pennsylvania. (Headquarters in Sons of America Building, North Sixth Street, above Spring Garden, Philadelphia).—State President, J. H. Hoffer, Lebanon, Lebanon Co.; State Vice-President, J. B. Reed, Mount Carmel; State M. of F. and C., J. I. Hollenbeck, Audenreid, Carbon Co.; State Treasurer, I. S. Smith, 145 North Fourth Street, Reading; State Secretary, William Weand, 524 North Sixth Street, Philadelphia; State Commander, John Wallower, Jr., Harrisburg.

The Great Senate of Sparta was founded in Philadelphia in the month of December, 1879. The first Venerable High Priest was Rev. Charles Logan, and the first Great Regent was John B. Moffatt. The present officers are: Venerable High Priest, William B. Kinsey; Regent, J. Palmer Chesebrough; King, George R. Wilkinson; and Captain of the Guards, J. R. Welsh. There are eighteen subordinate senates in Philadelphia, which have nearly seventeen hundred members. Membership is limited to persons residing within one hundred miles of this city, and no senates can be established beyond those bounds.

The Sons of Temperance was instituted in New York, Sept. 29, 1842, to give discipline, permanency, and united effort to the temperance movement. Its classifications are the subordinate divisions, the Grand Divisions of States or Territories, and a National Division, the latter the supreme power of the order, which is a secret one. Philadelphia Division, No. 1, instituted April 7, 1843, was the first in this city or State. Within the next year it was followed by Washington Division, No. 2; Hope Division, No. 3, and Pennsylvania Division, No. 4; representatives from the four forming the Pennsylvania Grand Division, April 26, 1844. In 1847 there were in Pennsylvania 267 divisions and 23,440 members, including 70 divisions and 9180 members in Philadelphia, and in 1849 the number in the State had increased to 285 divisions with 27,241 members. The receipts in this State for that year were $87,769, of which $43,727 was spent in the relief of sick and disabled members. The National Division of North America was organized June 17, 1844, and in 1847, when it met in Philadelphia, it had under its jurisdiction 22 Grand Divisions, 1300 subordinate divisions, and about 100,000 members. From 1849 to 1859, inclusive, it initiated 756,487 members, and received in fees and dues $5,084,477. The order of the Temple of Honor and Temperance, the order of Good Templars, the Rechabites, the Sons of Jonadab, and the Sons and Daughters of Samaria have grown out of the Sons of Temperance, which was the pioneer of all secret organizations in opposition to the liquor traffic and liquor-drinking. By a tax of two cents per quarter upon each member in the State, the Grand Division of Pennsylvania raised its display at the Centennial Exhibition,—the ice-water fountain that stood at the junction of Fountain and Belmont Avenues, and furnished, free of charge, refreshment to more than a million visitors. At the close of the Centennial, the Sons of Temperance removed the fountain to Independence Square, where they supply it with ice at their own cost from June to October every year. They contemplate erecting another free ice-water fountain in the court-yard of the Public Buildings as soon as they are completed. In this year (1884) there are fifty-five divisions of the order in Philadelphia, with an aggregate of over five thousand members.

The office of the Grand Division is at No. 118 South Seventh Street. The officers for 1884 are Rev. John Peacock, G. W. P.; William Davis, G. W. A.; John C. Maguigan, G. Scribe; Alfred Miller, G. Treas.; Rev. Wesley C. Best, G. Chap.; William McCaughn, G. C.; George Giles, G. Sent.

SUBORDINATE DIVISIONS IN PHILADELPHIA.

Name and Number.	Members.
Washington, No. 2	102
Prospect, No. 4	85
Franklin, No. 5	94
Tacony, No. 7	104
Morris City, No. 11	43
Union, No. 12	68
Keystone, No. 16	31
Friendship, No. 19	127
Hierophant, No. 21	78
Arcadia, No. 23	101
Aggressive, No. 27	18
Pastorius, No. 28	30
Welcome, No. 29	475
Harmony, No. 30	34
Progressive, No 34	494
Fredonia, No 36	66
Quaker City, No. 39	156
Federal, No. 40	51
Gray's Ferry, No. 43	79
Silver Leaf, No. 47	25
Dashaway, No 48	27
Silver Spring, No. 50	45
Manayunk, No. 54	49
Frankford, No. 55	115
Star of Promise, No. 58	155
Industrial, No. 62	58
Garfield, No. 63	31
Star of Bethlehem, No. 65	39
Morning Star, No. 66	121
Railroad, No. 69	30
Helping Hand, No. 70	127
Rescue, No 75	89
Bush Hill, No. 76	117
Fox Chase, No. 99	37
Americus, No. 101	78
Howard, No. 104	53
Southwestern, No. 114	59
Rebecca, No. 115	124
Belview, No. 118	26
Oakdale, No 120	198
Diligent, No. 122	291
Holmesburg, No. 123	75
Onward, No. 130	111
Bustleton, No. 131	72
Angora, No. 168	106
Nicetown, No. 171	76
Olney, No. 174	79
Milestown, No. 175	31
Excelsior, No. 205	55
Fidelity, No. 211	44
Security, No. 273	47
Falls of Schuylkill, No. 298	23
Nazarite, No. 306	28
Great Western, No. 334	84
Ark of Safety, No. 385	65
Total	5025

The Grand Army of the Republic[1] is a secret semi-military order, the requirements for admission to which are that the candidate shall hold an honorable discharge from the army or navy of the United States. It was organized soon after the close of the civil war for the purpose of continuing the associations formed among the soldiers and sailors, to care for comrades in distress or their widows and orphans, and to serve the government in any emergency wherein it might be called upon. Its aims are expressed in its motto of

[1] Contributed by John M. Vanderslice.

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"Fraternity, Charity, and Loyalty." The founder of the Grand Army was Col. B. F. Stephenson, who established the first post at Decatur, Ill., in the spring of 1866. Posts multiplied rapidly in the State, and a Department Encampment was organized July 12, 1866. The order spread quickly to other States, and on Nov. 20, 1866, delegates from Illinois, Missouri, Kansas, Wisconsin, New York, Pennsylvania, Ohio, Iowa, Kentucky, Indiana, and the District of Columbia met at Indianapolis and formed the National Encampment. Gen. Stephen A. Hurlbut, of Illinois, was chosen Commander-in-chief; Gen. James B. McKean, of New York, Senior Vice-Commander-in-chief; Gen. Nathan Kimball, of Indiana, Junior Vice-Commander-in-chief; and Col. B. F. Stephenson, Adjutant General.

The exact date of the formation of the first post in the Department of Pennsylvania is still a disputed question, the honor being claimed by Posts Nos. 1, 2, and 19, of Philadelphia, and No. 3, of Pittsburgh. In Philadelphia the organization grew out of the Boys in Blue, who, in 1866, appointed Col. S. B. Wylie Mitchell, Col. Robert B. Beath, and Capt. William J. Mackey, a committee to apply to the Department of Wisconsin of the Grand Army of the Republic for a charter for a post in this city. The charter was granted, bearing date of Oct. 29, 1866. Col. William McMichael and others, also of Philadelphia, had applied to the Commander-in-chief for a charter, which was granted, and bore date Oct. 17, 1866. On the question of seniority between these two posts being referred to the Commander-in-chief, he decided that Col. McMichael's post should be No. 1, and Col. Mitchell's post No. 2.

Being unaware of the existence of any other post in the State, and, desiring to extend the organization, at once comrades of Post 2, living in different parts of the city, withdrew for the purpose of forming other posts, and charters were granted by Post Commander Mitchell to the following:

November 7th, Post No. 2, Third Ward, Philadelphia, afterward renumbered 5, R. B. Beath, Post Commander; November 16th, Post No. 3, Twenty-second Ward, Philadelphia, afterward renumbered 6, Louis Wagner, Post Commander; November 19th, Post No. 4, Eighteenth Ward, Philadelphia, afterward renumbered 7, Jacob M. Davis, Post Commander; November 20th, Post No. 5, Fourteenth Ward, Philadelphia, afterward renumbered 8, Nicholas Baggs, Post Commander. These posts are all in vigorous existence at this date. Post No. 6, of Camden, was also formed by Post No. 2.

The charter of Post No. 9, at Gettysburg, was granted by the Department of Illinois, and is dated Nov. 24, 1866, being the last post organized by authority from other States.

Gen. Louis Wagner, of Philadelphia, was appointed Commander of the Provincial Department of Pennsylvania by Special Orders No. 1, Headquarters Grand Army of the Republic, Springfield, Ill., Nov. 22, 1866, and he assumed command Nov. 27, 1866, at once issuing circulars and forms for the formation of posts throughout the State.

By General Orders No. 3, Dec. 20, 1866, he called a convention for the purpose of effecting a permanent department organization, which met in Philadelphia, Jan. 16, 1867; and, in his report, Commander Wagner called attention to the fact that all of the posts known to exist had reported to him as required in general orders, except two in Pittsburgh.

These two posts were represented in convention under the titles of Posts No. 1 and 2 of the District of Allegheny, and claimed to have been organized prior to any others in the State.

It was claimed that Post No. 1, District of Allegheny, was organized in September, 1866, by L. Edwin Dudley, Aid-de-Camp to the Commander-in-chief, but the records on file place the date of organization November 3d, and that of Post No. 2, District of Allegheny, Nov. 5, 1866.

These posts were numbered 3 and 4 respectively.

Post No. 19, of Philadelphia, also claimed to be No. 1. Gen. A. L. Pearson, Aid-de-Camp to the Commander-in-chief, in a letter to the post, gives the date of their organization as Oct. 11, 1866, when Col. Worrall and associates were initiated in Pittsburgh, but the minutes of the post show that the first meeting was held in Philadelphia, Nov. 30, 1866. They were represented in the first convention as from the Twentieth Ward, Philadelphia, and are classed on the list of posts as No. 17, being afterward changed to No. 19 by the introduction of Posts Nos. 3 and 4, not given on that list.

The Grand Army was organized at a time when party spirit ran high, and when many ex-soldiers and sailors were being put forward for official positions on account of their peculiar claims upon the country. Many of the men who took a prominent part in the political movements of soldiers and sailors in 1865 and 1866 were also prominent in the formation of the order.

The transition from the "Boys in Blue" to the "Grand Army" seems so easy and natural that the uninitiated public at once inferred that the motives and objects were the same, and consequently the members were subject to the attacks of one political party because of supposed affiliation with the other, and from the latter met with as determined opposition on the part of those who feared that the Grand Army, appealing to popular sympathy for those who had served their country in the field, might seriously interfere with their disposition of the offices of trust and profit, and the opposition thus made could not but be injurious to the organization.

In 1869 and 1870 there was a virtual reorganization of the order, under which all political or partisan action in any form is prohibited to the posts. The fruits of this wise policy are now shown in the min-

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gling together of men of all shades of political opinion, working together in the cause of fraternity, charity, and loyalty.

The growth of the order in Pennsylvania has taken place during the past seven years mainly. The Commanders of the first few years labored zealously, with but little immediate apparent result. Since 1876 the progress has been steady, reaching, in 1878, at the close of the administration of C. T. Hull, the number of 8339 comrades and 126 posts. During the year 1879, in which George L. Brown was Commander, there were gained 5004 comrades, or sixty per cent., thus carrying the membership far beyond the 10,000 line, as will be seen by the statistics which follow. Commander Chill W. Hazzard gained, in 1880, 4218, a percentage of nearly thirty-two. Comrade John Taylor, Commander in 1881, pushed the column across the 20,000 line, making a gain of 3022 comrades, a gain of seventeen per cent. on the large basis upon which he started out. During 1876–81, Comrade John M. Vanderslice was Assistant Adjutant-General, and contributed much to the work of organization which characterized these years. In the course of the year 1882, Comrade John M. Vanderslice, as Commander, contributed an addition of 4953 comrades, a percentage of twenty-four. Comrade Thomas J. Stewart was first appointed Assistant Adjutant-General by Commander Vanderslice in 1882. During the year 1883, Commander E. S. Osborne pushed the membership to the 30,000 line, with a gain of 5419, or twenty-one per cent.

The following table indicates the number of posts and the membership at the end of the years named:

Date.	No. of Posts.	No. of Comrades.
1875	78	4,515
1876	88	4,658
1877	106	5,607
1878	126	8,339
1879	150	13,343
1880	200	17,561
1881	233	20,583
1882	305	25,536
1883	408	30,955

The following is a roster of the posts located in Philadelphia:

George G. Meade, No. 1, mustered Oct. 17, 1866.
No. 2, mustered Oct. 29, 1866.
No. 5, mustered Nov. 7, 1866.
Ellis, No. 6, mustered Nov. 16, 1866.
Capt. W. S. Newhall,[1] No. 7, mustered Nov. 19, 1866.
Col. E. D. Baker, No. 8, mustered Nov. 20, 1866.
Lieut. Greble,[2] No. 10, mustered Dec. 1, 1866.
Hetty A. Jones,[3] No. 12, mustered Dec. 13, 1866.
U. Dahlgren, No. 14, mustered Oct. 2, 1876.
No. 15,[4] mustered Jan. 20, 1877.
Col. W. L. Curry,[5] No. 18, mustered Dec. 19, 1866.
Fred Taylor, No. 19, mustered Dec. 22, 1866.
C. Sunderland,[6] No. 21, mustered Jan. 12, 1867.
Admiral Dupont, No. 24, mustered April 27, 1876.
John W. Jackson,[7] No. 27, mustered Jan. 31, 1867.
"The Cavalry," No. 35, mustered Oct. 16, 1879.
Col. Gus. W. Town,[8] No. 46, mustered June 17, 1874.
Phil. R. Schuyler,[9] No. 51, mustered April 1, 1867.
Gen. Phil. Kearney,[10] No. 55, mustered April 15, 1867.
John W. Moore,[11] No. 56, mustered Aug. 24, 1875.
Gen. D. B. Birney,[12] No. 63, mustered Aug. 21, 1874.
Gen. John F. Reynolds, No. 71, mustered July 16, 1867.
No. 77, mustered March 29, 1876.
Robert Bryan,[13] No. 80, mustered Sept. 28, 1877.
Anna M. Ross,[14] No. 94, mustered Nov. 17, 1874.
Charles Sumner, No. 103, mustered May 27, 1878.
Winfield Scott, No. 114, mustered Dec. 30, 1878.
No. 115, mustered Jan. 22, 1879.
Hector Tyndal, No. 160, mustered April 5, 1880.
Pennsylvania Reserve, No. 191, mustered June 18, 1880.
J. A. Koltes, No. 228, mustered Nov. 21, 1873.
Gen. R. Patterson, No. 275, mustered July 29, 1882.
Lieut. E. W. Gray, No. 312, mustered March 15, 1883.
No. 334, mustered May 9, 1883.
"The Naval," No. 400, mustered Dec. 12, 1883.

[1] Reorganized Sept. 23, 1871.
[2] Reorganized May 12, 1873.
[3] Reorganized March 9, 1874.
[4] Reorganized Nov. 2, 1878.
[5] Reorganized July 6, 1875.
[6] Disbanded March 20, 1869; reorganized August 5, 1875.
[7] Disbanded Sept. 8, 1879; reorganized Oct. 2, 1879.
[8] Disbanded Oct. 15, 1869; reorganized.
[9] Disbanded March 20, 1868; reorganized July 17, 1874.
[10] Disbanded Sept. 11, 1869; reorganized July 12, 1875.
[11] Disbanded Oct. 14, 1869; reorganized.
[12] Disbanded Oct. 15, 1869; reorganized.
[13] Disbanded March 31, 1877; reorganized Sept. 28, 1877.
[14] Originally chartered by S. O. 87, Dec. 26, 1867.
[15] Contributed by Miss Abbie S. Hinkle.

Independent Order of Good Templars.[15]—In 1851 the order of Good Templars sprang up in Central New York as an antagonist of the liquor traffic. Though in some respects private, it is not a secret society. It admits both sexes upon terms of equality, and recognizes the ballot as a mighty engine of power in securing the triumph of temperance reform. Its members take a life-long pledge not to make, buy, sell, use, furnish, or cause to be furnished to others as a beverage, any spirituous or malt liquors, wine or cider; and in all honorable ways to discountenance their use in the community. It is essentially a missionary organization, employing competent lecturers, publishing and circulating temperance literature, and forming temperance libraries. The Grand Lodge of Pennsylvania was instituted Dec. 28, 1853, at Mansfield, Tioga Co., by Rev. D. W. Bristol. Its present officers are:

G. W. C. T., Rev. George C. Hart, Waymart, Wayne Co.; G. W. C., W. R. Fraser, Houtzdale, Clearfield Co.; G. W. V. T., Mrs. Anna J. Weichmann, 1610 Cherry Street, Philadelphia; G. Secretary, Miss Abbie A. Hinkle, 1824 North Eleventh Street, Philadelphia; G. Treasurer, John P. Connard, 1409 North Eighth Street, Philadelphia; G. Chaplain, Rev. J. S. McMurray, Tyrone, Blair Co.; P. G. W. C. T., A. Bostwick, New Brighton, Beaver Co., Pa.; Assistant G. S., W. H. Schwartz, *Morning Tribune*, Altoona; G. M., Ambrose Close, Westfield, Tioga Co.; G. D. M., Miss Hannah M. Mingle, Lock Haven, Clinton Co.; G. G., Mrs. M. Smalles, Beltzhoover, Alleghany Co.; G. Sent., Rev. H. A. Grant, Elizabeth, Alleghany Co.

The first lodge established in Philadelphia was Mount Vernon Lodge, No. 37, organized at Frankford, Oct. 22, 1861, by J. Newton Pierce, with eighty-five charter members, and William W. Axe, Worthy Chief.

Relief Lodge, No. 28, was organized at Darby (near

Philadelphia) in March, 1860. It removed to Philadelphia April 13, 1865, and met at the northwest corner Tenth and Spring Garden Streets. The charter was surrendered several years ago.

Philadelphia Lodge, No. 76, was instituted January, 1865, and is still meeting, but its membership is now small.

Lincoln Lodge, No. 95, was organized April 14, 1865, the date of the assassination of President Lincoln, for whom the lodge was named. It met at the southeast corner Eleventh and Catharine Streets for many years, and reached a membership of nearly two hundred. The charter was surrendered in October, 1881.

At one time in Philadelphia there were fifty-eight lodges holding regular meetings, but through untoward circumstances many of these were obliged to disband. Those now in existence are as follows:

Name and Number.	Members.
Garfield, No. 3	135
Quaker City, No. 6	79
Golden Rule, No. 11	90
Chosen Friends, No. 12	36
Mount Vernon, No. 37	100
Philadelphia, No. 76	21
Germantown, No. 101	8
Shackamaxon, No. 105	104
Invincible, No. 145	17
Effective, No. 622	50
Alpine, No. 777	109
America, No. 818	55
Sincerity, No. 987	27
Charles Cooke, No. 1016	25
Total	856

Knights of Pythias.—The secret and beneficial order of the Knights of Pythias was established at Washington, D. C., Feb. 19, 1864. It has "endowment sections," paying death benefits of one thousand, two thousand, and three thousand dollars, and "uniform divisions" in which members enjoy the advantages of strict military drill. On Feb. 19, 1867, a meeting was held at the residence of George Henslee, corner of Brown and Fifteenth Streets, to organize the first lodge in Philadelphia, when the objects and system of the order were explained by Past Grand Chancellor Barton, of the District of Columbia; and on February 23d, Excelsior Lodge, No. 1, was instituted in the hall of the Mechanics' Fire Engine Company. At the session of the Grand Lodge, July 9, 1867, the petition of Excelsior Lodge that all its first officers be made Past Chancellors was granted. Six days later Keystone Lodge, No. 2, of Philadelphia, sent up an application for a charter, under date of June 29, 1867, with twenty-six members.

Applications for charters poured fast into the Grand Lodge of the District of Columbia, and within the next two months of 1867 it issued and instituted the following in this city: Chosen Friends Lodge, No. 3, July 20th; Quaker City Lodge, No. 4, July 31st; Star of Bethlehem Lodge, No. 6, August 12th; Adelphia Lodge, No. 7, August 17th; Damon Lodge, No. 8, August 24th; Apollo Lodge, No. 9, September 6th; Sparta Lodge, No. 10, September 7th; Liberty Lodge, No. 11, September 9th. At this time there were eleven lodges in the State, Friendship Lodge, No. 5, of Reading, having been chartered August 3d. These lodges united in requesting the Grand Lodge of the District of Columbia for a charter for a Grand Lodge for the State of Pennsylvania, which was accorded, to take effect Jan. 1, 1868. In December, 1867, there were thirty-one lodges in the State, and it was determined to organize the Grand Lodge at once. On December the officers of the Provisional Supreme Lodge of the United States and of the Grand Lodge of the District of Columbia arrived in Philadelphia, and at American Mechanics' Hall, corner of Fourth and George Streets, installed the following as the first grand officers of the Grand Lodge of Pennsylvania: Wilbur H. Myers, V. G. P.; Frederick Coppes, G. C.; George W. Crouch, V. G. C.; William Blancbois, G. R. S.; William T. Slocum, G. F. S.; William T. Rose, G. B.; C. T. Prentiss, G. G.; Joseph L. Nichols, G. I. S.; Edwin T. Martin, G. O. S.

The office of the Grand Lodge of Pennsylvania has been continuously located in Philadelphia.

In 1871 a building at No. 1027 Race Street was purchased from the Diligent Hose Company, and fitted up for its occupation. Its officers in 1884 are H. O. Kline, P. G. C., Altoona; Austin Long, G. C., Philadelphia; John H. Carr, G. V. C., Altoona; Edward V. O'Neill, G. Prel., Frankford, Philadelphia; George Hawkes, G. K. R. and S., Philadelphia; Julius Mountney, G. M. of E., Philadelphia; Henry W. Mohr, G. M. at A., Allentown; John H. Colton, G. I. G., Philadelphia; Edward B. Emrey, G. O. G., Spring Garden, Chester Co.,; Thomas G. Sample, Rep. to Supreme Lodge, Alleghany City; Smith D. Cozens, Rep. to Supreme Lodge, Philadelphia; George Hawkes, Rep. to Supreme Lodge, Philadelphia; Charles K. Neisser, William A. M. Love, John W. Beebe, trustees, Philadelphia.

There are four hundred and thirty lodges and forty thousand members in the State. In Philadelphia there are ninety-five lodges, with twelve thousand members. The city lodges are as follows:

Name and Number.	Members.
Excelsior, No. 1	123
Keystone, No. 2	234
Chosen Friends, No. 3	111
Quaker City, No. 4	179
Star of Bethlehem, No. 6	206
Adelphia, No. 7	108
Damon, No. 8	183
Apollo, No. 9	228
Sparta, No. 10	124
Liberty, No. 11	17
Eureka, No. 12	431
Arcadia, No. 13	187
Union, No. 14	174
America, No. 15	80
Fame, No. 16	185
Crystal Fount, No. 17	136
Southwark, No. 18	252
Social Friends, No. 19	131
Nonpareil, No. 20	84
Minerva, No. 21	281
Philadelphia, No. 22	76
Shekinah, No. 23	249
Mechanic, No. 24	335
Oriental, No. 25	173
Rising Sun, No. 26	152
Penn Township, No. 27	122
Ragau, No. 28	167
Washington, No. 29	102
Mount Vernon, No. 30	141

Name and Number.	Members.
Spartacus, No. 31	204
Olive Branch, No. 33	217
Fulton, No. 34	126
Commercial, No. 35	26
Amicitia, No 36	69
Star of America, No. 37	138
Germantown, No. 38	201
William Penn, No. 39	204
Aurora, No. 40	86
Fredonia, No. 41	156
Franklin, No. 42	157
Henry Clay, No. 44	121
Harmony, No. 45	49
Perseverance, No. 46	118
Integrity, No. 48	148
Hector, No 49	126
Palestine, No. 51	68
Anthracite, No. 52	147
Malta, No. 53	104
Hermann, No. 54	314
Kensington, No. 55	262
Mercantile, No. 57	219
Amity, No. 60	122
Myrtle Wreath, No. 61	297
Columbia, No. 62	209
Bridesburg, No. 63	271
Joseph, No. 64	181
Welcome, No. 66	108
Samson, No. 67	144
Livingston, No. 69	108
Star of Columbia, No. 70	124
Germania, No. 71	159
Cicero, No. 73	142
Guttenberg, No. 74	315
Humboldt, No. 95	135
Goethe, No. 96	140
Centennial, No. 100	65
Columbus, No. 110	104
Steuben, No. 113	81
Cœur de Leon, No. 120	117
Pennsylvania, No. 122	134
Fidelity, No. 123	86
Adherent, No. 124	85
Crusaders, No. 125	122
Cincinnatus, No. 126	261
Pythagoras, No. 129	130
Barbarossa, No. 133	94
Schubert, No. 138	88
Shiloh, No. 139	92
Fairmount, No. 153	85
Continental, No. 166	151
Purity, No. 175	155
Merchants', No. 176	47
Julius Cæsar, No. 182	52
Evening Star, No. 187	133
Triumph, No. 192	31
Fourth of July, No. 196	64
Banneset, No. 205	88
George Peabody, No. 213	38
True Knights, No. 220	151
Metropolitan, No. 227	146
Paladin, No. 228	74
Cosmopolitan, No. 233	71
Red Cross, No. 312	105
Temple, No. 341	76
Shining Light, No. 350	54
Schœffer Lodge, No. 464	89

Knights of the Golden Eagle.[1]—The order of the Knights of the Golden Eagle is a secret benevolent institution, founded in the city of Baltimore, Md., Feb. 6, 1873, by John E. Burbage, in conjunction with a number of prominent business men. It has for its motto "Fidelity, Valor, and Honor." For the proper administration of its affairs the order is divided into Supreme, Grand, and Subordinate Castles.

The Supreme Castle is the source of all true and legitimate authority over the order, and possesses as such exclusive power, and is composed of all Past Grand Chiefs in good standing.

Grand Castles exist by virtue of a charter or dispensation issued by authority of the Supreme Castle, or Supreme Chief during its recess, have exclusive jurisdiction over all Subordinate Castles within their territorial limits, and are composed of all Past Chiefs in good standing in their Subordinate Castles. Subordinate Castles exist by virtue of charters granted by the appropriate Grand Castles.

In September, 1875, M. S. Ilgenfritz, a member of the order in Baltimore, made a visit to Philadelphia, and explained the objects of the order to a number of gentlemen, most of whom were active Odd-Fellows, and so well pleased were they that arrangements were made for a meeting for the purpose of introducing the order into Philadelphia, and a few evenings later the meeting was held at the office of C. K. & W. D. Hammitt, No. 119 South Fourth Street, when it was resolved to form Keystone Castle, No. 1.

On Friday evening, Oct. 1, 1875, the officers of the Grand Castle of Maryland visited Philadelphia and instituted Keystone Castle, No. 1, at Broadway Hall, corner of Broad and Spring Garden Streets, with the following charter members:

Edward S. Rowand, C. K. Hammitt, J. H. Christ, M. E. Gibson, W. A. Witherup, S. R. Richards, L. F. Bailey, T. J. Butler, S. W. Rowand, W. S. Cunningham, A. C. Lukens, Jacob Heritage, John Little, George L. Keller, Edward Christ, William Christ, A. H. Fenn, George W. Graham, W. D. Hammitt, William Hilt, G. F. A. Hofius, George C. Hoster, S. W. Meixell, W. W. Moore, D. S. Paul, D. R. Paul, T. H. Potts, L. Robinson, George Richardson, H. P. Schetky, V. W. Walter, L. B. Milson, T. A. Delaney, George B. Robinson, J. W. Tindall, C. C. Banks, W. J. Dornan, George H. Fennemore, J. Warner Goheen, F. H. Iddings, F. S. Irwin, J. S. Muschamp, Wilfred Patterson, W. L. Suddards, John R. Cantlin, Timothy McCarthy, and William Culbertson.

The following officers were installed:

P. C., C. K. Hammitt; N. C., Edward S. Rowand; V. C., George H. Fennemore; H. P., J. H. Christ; V. H., M. E. Gibson; M. of R., W. A. Witherup; C. of E., Charles Zane; K. of E., S. R. Richards; Sir H., L. F. Bailey; W. C., A. O. Cox; Ensign, Thomas J. Butler; Esq., William Mustard, Jr.; 1st G., S. W. Rowand; 2d G., W. S. Cunningham; W. B., C. C. Maurer.

The institution of Keystone Castle met with such unqualified success that it was deemed advisable to form other castles, and for that purpose Sir Knights W. S. Suddards, J. Warner Goheen, F. H. Iddings, F. S. Irwin, J. S. Muschamp, and Wilfred Patterson withdrew from Keystone Castle and organized Ivanhoe Castle, No. 1, and Sir Knights John R. Cantlin, Timothy McCarthy, William Culbertson, and William J. Dornan withdrew and organized Apollo Castle, No. 3. On Dec. 17, 1875, the officers of the Grand Castle of Maryland again visited Philadelphia, and in the room of Keystone Castle instituted the two new castles, making three castles formed in about three months.

The necessary number of castles for the formation of a Grand Castle being now in successful existence, a meeting of the Past Chiefs of the three castles was held at the rooms of Suddards and Fennemore, No. 820 Arch Street, on Wednesday evening, Jan. 12, 1876, followed by several other meetings. The organization being completed, the Grand Castle of Pennsylvania was duly instituted in the room of Keystone Castle on the evening of April 27, 1876, by authority of the Grand Castle of Maryland, the then supreme authority in the order, and the following installed as officers:

[1] Contributed by Edward S. Rowand.

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G. C., Edward S. Rowand, of No. 1; G. V. C., John B. Cantlin, of No. 3; G. Sir H., W. H. Landell, of No. 2; G. H. P., J. H. Christ, of No. 1; G. V. H., A. Moore, of No. 2; G. M. of R., W. A. Witherup, of No. 1; G. K. of E., W. J. Dornan, of No. 3; G. W. C., J. R. Cantlin, of No. 3; P. G. C., W. L. Suddards, of No. 2.

At the semi-annual session, Oct. 4, 1877, a plan was adopted for the formation of the Supreme Castle, and on Jan. 22, 1878, the Past Grand Chiefs of Maryland and Pennsylvania met in Golden Eagle Hall, No. 51 West Fayette Street, Baltimore, and organized the Supreme Castle. During the past two years the order has grown very rapidly, and now exists in Maryland, Pennsylvania, Massachusetts, Delaware, and New Jersey, with prospects of its early introduction into several other States.

The officers of the Supreme Castle, the headquarters of which is at present in Philadelphia, are as follows:

S. C., Edward S. Rowand, Philadelphia, Pa.; S. V. C., John W. Simpson, Baltimore, Md.; S. H. P., M. S. Ilgenfritz, Baltimore, Md.; S. M. of R., Timothy McCarthy, Philadelphia, Pa.; S. K. of E., William Culbertson, Philadelphia, Pa.; S. Sir H., J. M. Correll, Baltimore, Md.; S. 1st G., George O. Wiley, Boston, Mass.; S. 2d G., B. B. Hough, Wilmington, Del.

The Grand Chiefs of Pennsylvania have been—

Edward S. Rowand, John B. Cantlin, Timothy McCarthy, William Culbertson, Thomas W. Brooks, Joseph B. Howell, John Dickinson, William Hilt, Harry C. Stout.

The Philadelphia castles are Keystone, Ivanhoe, Apollo, Ingomar, Crusaders, Pilgrim, Fidelity, Philadelphia, Columbia, Kenilworth, Waverly, Pennsylvania, Aurora, Welcome, Warwick, Oliver, St. John, Harris, and Southwark. The order has a membership in Pennsylvania of about two thousand five hundred.

Ancient Order of United Workmen.[1]—This fraternal and beneficial order was founded in Meadville, Pa., on Oct. 25, 1865, by J. J. Upchurch, with seven members. Since then it has extended over nearly every State in the Union and into Canada. The object of the order, besides those of a social and fraternal character, is to provide for the families of deceased members by contributions from the members of an amount equal to two thousand dollars for each deceased member. It was the first order having this purpose in view. Since the order was started there has been distributed by this means over one million five hundred thousand dollars in Pennsylvania, and over eight million dollars throughout the United States. The order consists of a Supreme Lodge, having general supervision and control over the whole, and of Grand Lodges in each State where there are over two thousand members. These Grand Lodges are composed of representatives from subordinate lodges located in various parts of the State.

In the State of Pennsylvania there are two hundred and one lodges and a membership of fourteen thousand. Throughout the United States the order has a membership of over one hundred and thirty thousand. The assessments upon the members in Pennsylvania have averaged seventeen dollars per annum.

The main office of business of the Grand Lodge of Pennsylvania, that of the General Recorder, is at Pittsburgh. The subordinate lodges meet weekly or semi-monthly. The Grand Lodge meets on the second Tuesday of January in each year. The Grand Lodge of Pennsylvania was incorporated by an act of Assembly approved March 9, 1871.

The order was started in the city of Philadelphia on April 27, 1874, by J. C. Davitt, the first lodge, Philadelphia Lodge, No. 73, being instituted with seventeen members. In this city in February, 1884, there were twenty-four lodges, with a membership of three thousand eight hundred and forty-three, as follows:

Name and Number.	Members.
Philadelphia, No. 73	192
Pacific, No. 82	133
Quaker City, No. 116	1106
Integrity, No. 139	223
Non Pareil, No. 143	100
Pennsylvania, No. 144	250
St. Albans, No. 146	65
Commonwealth, No. 147	16
Germantown, No. 148	71
Reliance, No. 149	136
Corinthian, No. 150	107
Guarantee, No. 156	107
Spring Garden, No. 158	151
West Philadelphia, No. 161	110
North Star, No. 165	174
Tubal Cain, No. 166	81
Frankford, No. 167	36
Lafayette, No. 169	60
Kensington, No. 170	155
Equity, No. 173	64
Fidelity, No. 179	84
Oriental, No. 185	198
Justice, No. 190	41
Mount Vernon, No. 191	174
Total	3843

The Improved Order of Red Men.[2]—The society known as the Improved Order of Red Men claims to be the oldest secret beneficial organization whose entire ritual and speculative work is founded upon purely American customs and traditions, existing in this country, and as far as is known, with one exception, the oldest of this character. There may be others claiming to have been founded earlier, but the writer is not aware of the fact.

The celebration of the day of St. Tammany, the tutelar saint of Pennsylvania, was begun in Philadelphia probably as early as the time of the agitation in consequence of the passage of the British Stamp Act. The fact is shown by the address hereafter quoted made in 1773. The first public notice of such a celebration appeared in the newspapers of May, 1772, in which it was stated that "the sons of King Tammany met at the house of James Byrne, in Philadelphia, on the 1st of May, 1772, to celebrate the memory of that truly noble chieftain, whose friendship was most affectionately manifested to the worthy founder and first settlers of this province." There was a dinner and toasts, and the account of the meeting said, "It is hoped that from this small beginning a society may be formed of great utility to the distressed, as this

[1] Contributed by William H. James.

[2] Contributed by W. G. Hollis, Past Sachem.

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meeting was more for the purpose of promoting charity and benevolence than mirth and festivity." On the 1st of May, 1773, the Tammany Society had a grand celebration at Byrne's house, in accordance with a circular from which the following is an extract: "As all nations have for seven centuries past adopted some great personage remarkable for his virtues and love for civil and religious liberty as their tutelar saint, and annually assembled on a fixed day to commemorate him, the natives of this flourishing province, determined to follow so laudable an example, *for some years past* have adopted a great warrior, sachem, and chief named Tammany, a fast friend to our forefathers, to be the tutelar saint of this province, and have hitherto on the 1st of May done the accustomed honors to the memory of so great and celebrated a personage."

The names of one hundred and twenty-one gentlemen who intended to participate were also given, and they comprised the most eminent and influential persons in the city, among them Chief Justice Chew, Rev. Jacob Duché, Rev. Thomas Coombe, Rev. William White, John Dickinson, James Allen, and Andrew Allen, Governor William Franklin (of New Jersey), Tench Francis, Joseph Galloway, Governor James Hamilton, and his brothers Andrew and William, Dr. Adam Kuhn, John Lawrence and Thomas Lawrence, William and James Logan, Samuel Mifflin and Thomas Mifflin (afterward major-general and Governor of the State), John Cadwalader (afterward brigadier-general in the Revolutionary army), with his brother Lambert (afterward colonel), Lieutenant-Governor Richard Penn, Richard Peters, Jr. (afterward United States District judge), John Ross, Joseph Reed (afterward president of the State), David Rittenhouse (the astronomer), Dr. Benjamin Rush, Edward Shippen, James Tilghman, Thomas Willing, Thomas Wharton, Jr. (afterward president of the State), and others.

The Sons of St. Tammany met annually on the 1st of May during the succeeding years of the Revolution, except when public disturbances would not allow, and celebrated St. Tammany's day after the institution of the Federal government. On the 1st of May, 1794, the celebration began to take a political form. In that year the Democratic and German Republic societies and citizens met in commemoration at Israel Israel's country-place, on the Schuylkill, below Gray's Ferry, "in honor of the late successes of their French brethren." About this time the name seems to have been changed to the Tammany Society or Columbian Order, and the object became distinctly political and Democratic. For some years after 1800 the members met at the wigwam in Sixth Street, near Spring Garden Street, where there were long talks on public affairs by such Indians as William Duane, John Binns, Dr. Michael Leib, and others conspicuous in the Democratic party of the day.

The Order of Red Men had its origin among the garrison of Fort Mifflin, in the Delaware, a few miles below the city of Philadelphia, in the year 1813.[1] The city was at that time threatened with an attack by a British squadron, under Commodore Beresford. He entered the lower bay with the frigate "Belvidere," the "Poictiers," of seventy-four guns, and the schooners "La Paz" and "Ulysses," and laid the country on both sides under contribution for supplies, and threatened bombardment and confiscation if his demands were not complied with.

The only defense of the approaches of the city by water was the old national fort just mentioned, and at this time very feebly garrisoned by about eleven or thirteen United States regulars, and these invalids under the command of Capt. James N. Barker, the rest of the garrison having been sent to reinforce the army at other points, thus leaving the city in a defenseless state.

When the news of the arrival of the British ships in the bay reached the city there was great consternation. A meeting was hastily called at the Coffee-House to devise means of protection on the 19th of March. James Madison Porter, son of Gen. Porter, of Revolutionary fame, at once grasped the situation, and felt it was time to act promptly and decisively. He was a member of the Young Men's Democratic Association of Philadelphia, and its secretary. He at once proceeded to Binn's printing-office, where, finding that a portion of the regular edition of the paper had already been struck off, he had the work stopped, and a notice inserted calling a meeting of the association that very evening. This accomplished, he informed several of the members whom he met during the afternoon of what he had done.

The meeting was held as advertised, at Stratton's Hotel, on Chestnut Street, on the 20th of March, 1813, and was well attended. About seventy young men of respectable families enrolled themselves as volunteers to garrison Fort Mifflin. The next morning they formed themselves into a company under the name of "Junior Artillerists." The president of the association, Jacob H. Fisler, was chosen captain; William Roderfield, first lieutenant; James Madison Porter,[2] second lieutenant; Jacob Cash,[2] Jr., first sergeant; John Wilson,[2] second sergeant; Doyle E. Sweeny,[2] third sergeant; Jonathan Stoddart, Jr., was made first corporal; Peter Perpignan,[2] second corporal; Joel B. Sutherland, acting surgeon; and Jonathan B. Smith, acting quartermaster.

The company was mustered into service by the

[1] Judge George W. Lindsay, of Baltimore, claims that lodges of the society of Red Men existed in Annapolis, Md., as early as 1771. The Tammany Society of Annapolis, which is supposed to be the first society of Red Men, celebrates May 1st as the anniversary of the order. This society had its origin in, or was an offshoot of, an organization known as the Sons of Liberty, which took an active part in the resistance to the Stamp Act. For many years it was the custom of the Annapolis Red Men to clothe themselves as Indians on May 1st, and imitate the war-dance and other customs of the savages.

[2] These were among the number who founded the first society of Red Men.

commandant of the district, Gen. Bloomfield, at his office on Sixth Street, on the 23d, having first received their equipments from the brigade inspector, Maj. Sharp, when they at once proceeded to Fort Mifflin.

While on duty there the society of Red Men was organized. Its object was mutual aid and support in time of necessity, for social enjoyment, and members were pledged to stand by each other at all hazards in defending their country.

The garrison was shortly afterward strengthened by United States regulars, and there being no further need of the volunteers, they were discharged. The volunteers left the fort on the 7th of April following, and the nearest we can fix the date of the organization of the society, as many of the early records are lost, is between the 23d of March and the 7th of April, 1813.

In the latter part of 1816 notice was published in some of the papers of the city calling a meeting of all then living in the city who had been identified with the society of Red Men at Fort Mifflin, to meet in council, to revive old associations, and, if possible, start the society anew. The call was responded to by a number of the former members, and at this meeting the society was reorganized under the name of the "Red Men of Pennsylvania."

It is to be regretted that a more definite point of time cannot be given as to this interesting event, but the early minutes were for the most part kept on loose sheets of paper or in small account-books, which have been lost.

The society name was the Tribe of Columbia, Society of Red Men. Under this title it existed with varying success until about 1832 or 1833. There were at least three, if not four, other tribes formed between the years 1818 and 1831,—the Northern and Southern Tribes, one in Germantown, and one in the Northern Liberties.

In its early days the society was semi-military and civil in its organization, although strictly non-partisan. Nothing of a sectarian or party political nature was allowed to be introduced during the burning of its council-fires. The old preamble to their constitution declared that they held as a sacred truth that all men were born equally free, and endowed by their great and beneficent Creator with the right of enjoying and defending their rights and liberties, and pursuing their own happiness so far as they conform to the known and salutary principles laid down in the constitution and laws of our beloved country, and that they had formed themselves into an association for mutual benefit, to assist each other when in need, and minister to each other's necessities in sickness, and in case of death to care for the widow and orphan.

It was a cardinal principle of these early Red Men that no one having or holding a slave or being connected with the traffic in human beings could be a member of the society. They were thus the pioneer Abolitionists of our city, and it is a remarkable fact that, notwithstanding this feature of their principles, they had established a flourishing tribe of the society in the city of Charleston, S. C., as early as 1819 or 1820, which continued to exist until its membership was scattered by a fearful epidemic which broke out in that city about the year 1824. Under the old organization the presiding officer was called Generalissimo; his powers were quite extensive. The first to hold this office was Francis Shallus, who was known among the initiated by the Indian title of Yeough-eowana-wago (Yeo-wauna-wa-go), or Split Log. In addition to the Chief, there were two Captain-Generals, four Lieutenant-Generals, twenty Major-Generals, thirty Brigadiers, and a large number of subordinate officers. These, whenever traveling or going from the city permanently, were commissioned to institute new tribes wherever they might locate, and were all considered aids to the Generalissimo. The society worked upon this plan until 1834, when the Society of Red Men—Tribe of Maryland, No. 1—was organized at the house of D. McDonald, on Bond Street, Fell's Point, Baltimore, mainly through the instrumentality of William Muirhead, a former member of the Philadelphia Tribe, acting under a commission from the third Generalissimo, "Old Warrior" (Richard Loudenslager). The society name of Mr. Muirhead was "Withea of Missouri, or Hospitality."

This new tribe continued until 1835, when a change was made by a number of members withdrawing and forming Logan Tribe, No. 1, and on the 20th of May, 1835, the Grand Council of Maryland was formed by Past Chiefs and representatives of this tribe. Several modifications in the work of the order were made, and when the Grand Council was incorporated, by a surreptitious act of the brother having charge of the matter, the name was changed to Improved Order of Red Men, instead of Order of Improved Red Men, as had been adopted. In 1847 the Great Council of the United States was organized by representatives of the Grand Council of Maryland and District of Columbia and the various tribes then in existence.

In the year 1848, the order, under its new phase, was re-established in Philadelphia, although the old one still held its existence in Lancaster and Reading, and continued to do so until about 1860. In December of 1848, Metamora Tribe, No. 2, was instituted at Lancaster, Pa. Tecumseh Tribe, No. 1, had already been instituted at Norristown, June 14, 1847. Lenni Lenape Tribe, No. 3, was instituted in February, 1848; Kuquenuku, No. 4, in April, 1848; Pocahontas, No. 5, October, 1849; Mohegan, No. 6, Waynesborough, Franklin Co., February, 1849. On the 23d of May, 1849, the Great Council of Pennsylvania was instituted in the wigwam of Lenni Lenape Tribe, No. 3, by the Great Sachem Incohonee, John Smith, of Virginia. Since then the order has had a steady and healthful growth, and to-day it numbers in this State nearly one-half of the entire member-

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ship. There are now one hundred and forty-five tribes in the State, with a total membership of about eighteen thousand. In the city of Philadelphia there are sixty-one tribes, numbering about nine thousand five hundred members. The tribes in the city are as follows:

Name and Number.	Members.
Lenni Lenape, No. 3	584
Kuquenuku, No. 4	38
Pocahontas, No. 5	322
Wyoming, No. 7	128
Shawnee, No. 8	62
Sakima, No. 9	100
Delaware, No. 10	134
Mohawk, No. 14	85
Shackamaxon, No. 16	80
Chattahoochee, No. 17	232
Pequod, No. 18	502
Cherokee, No. 19	202
Pawnee, No. 20	108
Montezuma, No. 21	104
Black Hawk, No. 26	305
Mohegan, No. 27	67
Seminole, No. 30	270
Wissahickon, No. 32	41
Wingohocking, No. 33	339
Moscosco, No 34	145
Hiawatha, No. 36	50
Sagoyewatha, No. 38	127
Narragansett, No. 43	230
Miantinomah, No. 45	125
Pottowattomie, No. 46	61
Powhattan, No. 48	205
Conquanock, No. 49	112
Miquon, No. 50	190
Chippewa, No. 51	190
Cammanchee, No. 52	53
Wyalusing, No. 56	134
Wawatam, No. 63	47
Penobscot, No. 70	177
Idaho, No. 73	294
Nevada, No. 76	242
Minewa, No. 79	90
Tonawanda, No. 81	40
Sioux, No. 87	149
Absaraka, No. 104	117
Osage, No. 113	77
Quakelinik, No. 116	67
Massaulig, No. 118	91
Cohocksink, No. 126	330
Wissinoming, No 133	78
Weccacoe, No 135	119
Shakahoppo, No. 138	84
Passyunk, No. 139	305
Massasoit, No. 144	79
Poutaxat, No. 145	156
Alletah, No. 157	97
Tulpehocken, No. 181	95
Mineola, No 187	60
Kewanio-Chee Keteru, No. 190	35
Tonguwa, No 210	137
Manatawna, No. 219	79
Peskewah, No. 220	324
Roobootah, No. 227	59
Winnemucca, No. 236	101
Mondamin, No. 238	85
Ponemah, No. 239	244
Panca, No. 244	191

For many years the order has been without a permanent home. In this respect the Independent Order outstripped the Improved Order. During the past year this want has been met in the purchasing and fitting up of a fine and commodious wigwam, known as the Wigwam of the Great Council of Pennsylvania, Improved Order of Red Men. It is located at No. 928 Race Street, in this city. The lower rooms are used as offices of the Great Council. The second floor is devoted to social gatherings of members, and the third and fourth floors are handsomely fitted up as tribal wigwams or meeting-rooms. This building was appropriately dedicated to the uses of Redmanship on the 1st of January, 1884.

About the year 1850, Metamora Tribe, of Maryland, withdrew from the order, and set up under the title of Independent Order of Red Men. In Pennsylvania, a few years afterward, a number of tribes became insubordinate, and united with Metamora Tribe, of Maryland, and thus aided in building up the order as established by that tribe. This latter organization is composed exclusively of Germans.[1]

CHAPTER L.

BANKS AND BANKERS, AND CURRENCY.

When the Swedes and Dutch first occupied the banks of the Delaware the currency in use among the Indians was mainly wampum, or peag, or wampum-peag, as it was variously called. It consisted of dark purple and white beads, made out of shells or stone, and pierced for stringing. The purple beads had twice the value of the white, and when arranged in strings or belts were used as articles of jewelry. As currency, wampum was used in strings, and valued according to measure; a fathom or belt consisted of three hundred and sixty beads. At an early period the settlers, in trading with the Indians, and in many operations among themselves, when it was certain that it could be disposed of to the Indians for furs and peltries, sometimes used wampum; but as it was liable to deterioration by wear and use, and became over-abundant, besides not being of a character to satisfy foreign debts, it soon ceased to be current, and was abolished as a nuisance.

When the early settlers received gold and silver they hoarded it up to pay for foreign commodities, and to supply its place for making "change," began to use a "barter currency." Beaver, otter, bear, fox, raccoon, and other fur skins and country produce constituted the first currency of the early settlers. In many instances taxes were collected and fees were paid in barter. The Duke of York's laws exacted a quit-rent of one bushel of wheat per one hundred acres of land patented. Wheat, we find by the Upland records, was taken for taxes (and of course for rent likewise) at the rate of "five guilders per scipple," —five guilders per *scheepel*, or bushel, thirty pence sterling, or sixty cents, or thirty pence Pennsylvania currency, equal to forty-four and one-fifth cents,—a rent, therefore, of three-fifths or two-fifths of a cent per acre.[2] "Country money," by which a large

[1] Within the limits of this history the facts have been given regarding the organization and progress of the oldest and most important of the secret societies of this city. It has been found impossible, however, to fill out the details concerning all the associations of that character which have existed or do exist in Philadelphia.

[2] In March, 1680, Thomas Kerby and Robberd Drawton, servants, sued Gilbert Wheeler for wages, and Upland court allowed Kerby and Drawton each fifty stivers (two and a half guilders) per day, the latter to be paid "in corne or other good pay in ye River." "Corne in ye river"

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number of the early settlers bought and sold, was produce in barter, such as furs, tobacco, grain, stock, etc., at rates established by the courts in collecting fees, etc.; "ready money" was Spanish, or Holland, or Sweden, or New England coin, which was at twenty-five per cent. discount in Old England.

From a very early day the money accounts of the business of the people were conducted in pounds, shillings, and pence. The colonies could not legally coin money, and whenever they were in financial straits were compelled to issue paper money of various kinds. At a very early period there seems to have been invented an ideal Pennsylvania currency, which was different from the British standard of coinage. In 1682, before Penn came, a Boston shilling was ordered to pass for a shilling, and a piece of eight, a Spanish or a Mexican dollar—the modern dollar—at six shillings, for debts and purchases. In 1682 the Assembly enacted a law ordering that every old English shilling should pass for fifteen pence, and every piece of English money in a like proportion. This act established a difference between Pennsylvania and English money, so that a pound sterling of British money was worth more than a pound sterling of Pennsylvania money. A British guinea was made to pass at twenty-seven shillings, and other coins at a like advance. In 1693, King William and Queen Mary abrogated the law fixing the value of the English shilling at fifteen pence Pennsylvania money. In the same year the Assembly passed another law to adopt the Mexican, Peruvian, Spanish, and French rate of money in the province. In 1698 another act was passed upon the same subject of foreign money. There was an act passed in 1700 to settle a rate of money or coin, which was repealed in 1703. Another act was passed in 1709 (which was repealed) to ascertain the rates of money.

The growing importance of the city and the want of financial assistance impressed a number of substantial citizens of Philadelphia in 1688–89, and they proposed the formation of a bank. The scheme is thus mentioned in the minutes of Council, February 7th:

"The petition of Robert Turner, John Tissick, Thom. Budd, Robt. Ewer, Samll. Carpenter, and John Fuller was read, setting forth their designe in setting up a Bank ffor money, &c., requesting Incouragement ffrom the Governor and Council for their proceeding therein. The said Robert Turner and Samll. Carpenter, two of the said Petitioners, being present and constituting the present Councill, and beside when there were but four more present the Governor acquainted them that something of that nature had been proposed and Dedicated to ye Proprietor by himself some months since out of New England, which he believed he should receive his answer by ye ffirst shipping hither out of England; yett withal acquainted them that he did know no reason why they might not give their personal bills to such as would take them as money to pass, as merchants vsually did bills of Exchange, but that it might be suspected that such as vsually Clipp'd or Coyn'd Money would be apt to Counterfeit their bills, vnless more than Ordinary Care were taken to prevent it, which might be their Ruine as well as ye People's that should Deale with them."

(that is, delivered where it could be shipped) was valued at three guilders per scipple or bushel. At the same court Claes Janson was ordered to pay a debt, twenty guilders in wheat and twenty-six in pumpkins.

No further action was taken, and it is not known whether the proposed bank was established.[1]

The people of Philadelphia, in 1722, experienced great embarrassments from the loss of trade and the want of a circulating medium.[2] On the 2d of January, 1722–23, they presented a petition to the Assembly, in which they set forth, "That they are sensibly aggrieved in their estates and dealings, to the great loss and growing ruin of themselves, and the evident decay of this province in general, for want of a medium to buy and sell with, and praying for a paper currency."

Notwithstanding the objections raised by Isaac Norris and James Logan, a bill for issuing fifteen thousand pounds became a law on March 2, 1722–23. Charles Read, Francis Rawle, Benjamin Vining, and Anthony Morris were appointed signers of the notes, and Samuel Carpenter, Jeremiah Langhorne, William Fishbourne, and Nathaniel Newlin trustees. On the 5th of February the Assembly also passed "an act to make country produce a lawful tender."

The good effects of the first emission of paper currency in Pennsylvania induced the Assembly, in 1723, to issue thirty thousand pounds more, and the following merchants and business people of Philadelphia agreed to take the paper money of New Castle and the lower counties at par:

Andrew Hamilton.	John Renshaw.
Clem. Plumsted.	Matthias Aspden.
Sam. Hazell.	Jacob Shute.
Pat. Graeme.	William Tidmarsh.
Arent Hassert.	Christian Van Horn.
George McCall.	John A. De Normandie.
Henry Hodge.	John Baker.
Thomas Bourne.	George Clough.
Mark Joyce.	James Logan.
John Hyatt.	Thomas Griffitts.
George Claypoole.	White & Taylor.
John Bringhurst.	James Hume.
George Emlen.	Alexander Wodrop.
Thomas Holloway.	Thomas Willing.
John Heathcoat.	William Masters.
Zach. Hutchins.	James Parrock.
John Kay.	John Bowyer.
Dan. Hybert.	Josh. Maddox.
Matt. Hewghes.	Thomas Leech.
Abm. Chapman.	William Corker.
Isaac Penington.	William Chancellor.
Isaac Norris.	William Carter.
Thomas Lawrence.	Edward Roberts.
Peter Lloyd.	Benjamin Shoemaker.
George Growden, Jr.	John Buley.
Ben. Godefroy.	Nathan Pryor.
Ant. Morris.	Blakston Ingedea.
Charles Read.	William Williams.
Ralph Assheton.	Samuel Baker.
William Rawle.	Jonathan Palmer.
Cassel & Maugridge.	Thomas Merriott.
Michael Hulings.	John Watson.
Richard Allen.	Samuel Preston.
Samuel Cooper.	J. Norris, Jr.
Francis Knowles.	Thomas Sober.
Joseph Hinchman.	John Richmond.

[1] Thomas Budd, in his "Good Order Established in Pennsylvania," had suggested the plan of a bank, but the petition of Messrs. Turner & Co. to the Council was the first effort made in this direction.

[2] See vol. i. page 196.

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Lees & Pearson.	Joseph Turner.
Thomas Sharp.	Thomas Hutton.
Arnold Cassel.	William Atwood.
Thomas Assheton.	William Rabley.
Charles West.	John Hopkins.
Robert Worthington.	John Cadwalader.
John Mason.	Joseph Lynn.
John Warder.	Thomas Chase.
Simon Edgell.	John Roberts.
Paul Preston.	Joseph Pennock.
John Stamper.	John Wright.
Jere Langhorn.	Samuel Gilpin.
William Biles.	George Rice Jones.
Thomas Canby.	Nath. Watson.
Thomas Watson.	Benjamin Jones.
John Hall.	Thomas Yardley.
Joseph Kirkbride, Jr.	William Paxson.
Paul Blakir.	Thomas Biles.
Robert Edwards.	Simon Butler.
Richard Sands.	Tim. Smith.
John Claves.	Niel Grand.
William Fishbourn.	John Bell.
William Allen.	

In 1729 the Assembly issued £30,000 more currency, and in 1739 enough to make £80,000, to remain in circulation for sixteen years. This last act perfected the loan-office system, with a branch in each county, which was to loan money on real security or plate of double the value at five per cent. interest.[1]

The amount of "bills of credit," as the paper currency was styled, issued by the Assembly, aggregated in 1760 the sum of £385,000; and between that year and 1769 the amount was increased by the issue of £175,000, while during the same period £200,000 of paper currency was destroyed. The interference of Parliament was invoked to prevent these bills of credit from being made a legal tender, in the hope that this would prove a means to check the ruinous flux of paper money. The merchants of Philadelphia were upon several occasions prominent in their efforts to take charge of the matter of the currency. In 1742 they established the value of the dollar at 7*s.* 6*d.*, at which it finally rested.

An advertisement in the *Pennsylvania Gazette*, Sept. 16, 1742, fixes the exact time when the change of the dollar took place. Clement Plumsted, and seventy-four other merchants, by that advertisement gave public notice and severally obliged themselves to receive in all payments, English guineas at 34*s.*, French guineas at 33*s.* 6*d.*, the large Portugal pieces at £5 15*s.* (and so in proper proportion for all lesser Portugal gold coins), Dutch or Guinea ducats at 14*s.* The German pieces called Carolines at 34*s.*, Arabian chequins at 13*s.* 6*d.*, all milled French pistoles at 26*s.* 6*d.*, all Spanish pistoles weighing under 4 dwts. 6 grs. at 27*s.* On all sorts of gold coins of whatsoever denomination, not mentioned above, after the rate of £6 5*s.* per ounce. This agreement was to be in force for three years from its date, and to be published in the newspapers, and bore date Sept. 1, 1742.

As early as 1763 the increased business of the port of Philadelphia encouraged some of its principal merchants, among them Robert Morris, to entertain the design of establishing a bank. To this end negotiations were accordingly entered into in Europe, and, though opposed by many influential men, the bank would have been established but for the breaking out of the war of the Revolution.

In December, 1766, an association of merchants was formed to issue paper money. They issued £20,000 of five-pound notes, payable to bearer, with five per cent. interest, payable in nine months. This aroused the jealousy of other persons doing business in the city, who claimed that the example might be followed by others, to the prejudice of trade. An agreement that they would not take the notes was signed by about two hundred persons. They also petitioned the Assembly, which coincided with their views, and in February, 1767, resolved "that the issuing of the said notes by a company of merchants has a manifest tendency to injure the trade and commerce of the province and to depreciate the value of the currency thereof."

In 1769 the colony authorized two issues of £30,000. In 1771 the alarm felt for the safety of the colonies from the hostile attitude of the French induced the Assembly to issue £15,000 for the defense of Philadelphia, which amount, never having been called into use for the defense of the city, was applied towards paving and grading the streets of the city.

The temptation to overcome present wants and to ease the friction of reluctant trade continued to hover over and around the Legislature, and the issue of paper money was again resorted to in 1772, and twice in 1773, and in 1775 for the purpose of erecting a jail in Philadelphia.

These early notes maintained their credit, and, had not the Revolution intervened, would have been redeemed at par, as ample funds were always provided by taxation or excise duty in the act that authorized the issue for their gradual but certain extinction, and in the annual reports by the treasury of the colony mention is always made of the bills of credit brought in and destroyed.

The "resolve money" of the colony, so called from being issued by resolution of the Assembly without reference to the Governor, and against the provisions of the charter, were acts of rebellion, notwithstanding they bore the name and effigy of "his Majesty, King George the Third."

At the opening of the Revolution Israel Whelen became an enthusiastic supporter of the patriot cause, and was appointed a commissioner by the Continental Congress, in which capacity he signed the first issue of Continental currency. Though a member of the Society of Friends, he was a prominent actor in the military operations of the Revolution. His grandfather, James S. Whelen, a native of Hampshire, England, was married in New York, May 29, 1694, to Sarah Elizabeth Dennis, granddaughter of Maria Jacques, one of the French Huguenots who fled to

[1] Ibid. p. 197.

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1883

Israel Whelen

[illegible]

[illegible]

South Carolina after the revocation of the Edict of Nantes.

Dennis Whelen, son of James and Sarah Whelen, settled in early life at Uwchlan, Chester Co., Pa. His wife was Sarah Thompson, of Virginia. Their son, Israel Whelen, was born on the 13th of December (O.S.), 1752. On the 13th of May, 1772, he married Mary Downing. His entry into active service in the army under Washington was a step by which he incurred the censure of his brethren, the Friends. In a letter to his wife, bearing date Philadelphia, Aug. 10, 1776, he anticipates the blame of his friends, but adds, "Had I been fully convinced that it was wrong to resist lawless tyranny, bearing down all before it, I hope I should have had resolution enough to have stuck to my principles; but as that was not the case, I can see no reason why I should be expected to follow any opinion that I was not convinced in my own mind was right. I never was able to draw a line of distinction between the law punishing offenders it could take hold of, and the sword [punishing] those that were too strong for the law. If I had, I should not have taken the part I now have; and when I can draw that line I will take a different one." He ended by saying that "the real cause was in expectation to be serviceable to my friends and my country. If I can serve the latter faithfully, it may yet be in my power to render some small service to the former."

From this time Israel Whelen's personal services and his fortune were given to the patriotic cause. He rose by degrees to the rank of commissary-general of the army, and was a financial agent of the government, in which capacity he made large remittances to Antwerp and Amsterdam. Although he was a Revolutionary soldier, his connection with the Society of Friends was only interrupted, not severed, and his family were trained in their tenets and faith. With the return of peace he was again a Friend, in full sympathy with the Society.

He conducted an extensive shipping business on Market Street, at the corner of Fourth Street. In 1793 his place of business was at No. 196 (old number) High [now Market] Street, above Eighth, and at another time his location was at the northeast corner of Sixth and High Streets. With his brother, Col. Dennis Whelen, he served as a member of Senate of Pennsylvania from Philadelphia. In April, 1796, he was one of the committee on which were Robert Waln and Francis Gurney, appointed to secure the ratification by Congress of the Jay treaty with England. He was at the head of the Pennsylvania Electoral College that assisted to make John Adams President, and for some time he held a position in the Navy Department of the United States. He was the Philadelphia agent of the Phœnix Insurance Company of London, and was one of the directors of the Bank of the United States when that institution was established at Carpenters' Hall, in 1791. At a later period he was president of the Board of Brokers, and was one of the corporators of the Lancaster Turnpike Company, of which he was also president. On that turnpike, below Downingtown, he erected a fine mansion house, the cost of which, together with heavy losses resulting from French spoliations, involved him in financial embarrassment. Seven cotton-laden ships, which he had consigned to French ports, were seized by the government of Napoleon I., under one of the imperial decrees. In the acquirement of the Territory of Louisiana from France, damages for these and other seizures were allowed by the French government to the United States, but the individual sufferers were never reimbursed.

Mr. Whelen was nominated for collector of the port of Philadelphia at the same time with Langdon Cheves, and appointed purveyor of public supplies by John Adams May 13, 1800. He died Oct. 21, 1806, in his fifty-fourth year, and his remains were interred in the Friends' burial-ground, at the corner of Fourth and Arch Streets. A paper of that date says,—

"Few men have experienced greater vicissitudes of fortune, or supported them with equal moderation; as a senator, conciliating, active, and intelligent; even his political opponents were unable to withhold from him the tribute of their esteem and affection. In private life his exalted integrity secured to him, under the most trying exigencies, the unlimited confidence of his numerous friends. In his domestic relations, every endearing quality united to render his loss irreparable. Such a man will be long remembered and deeply lamented. Whilst we regret his loss, let us endeavor to imitate his virtues."

His wife survived him twenty-five years, and died May 14, 1831. She was buried in the ground of the Friends' meeting-house at Downingtown. Among the descendants of Israel Whelen was Townsend Whelen, son of Israel, and grandson of Israel Whelen, Sr., who was born in Philadelphia, April 3, 1822, and had only reached the age of five years when his father died. He acquired his early education in the schools of the city. His first employment was that of an office-boy with Samuel Nevins, with whom he remained a short time, after which he became a book-keeper in the commission house of Wright, Fisher & Co., and later was employed in the same capacity with Charnley & Whelen, stock and exchange brokers. He subsequently entered the service of James Nevins, as clerk and book-keeper, and ultimately became a partner in the business.

About the year 1855, Mr. Whelen retired from this connection and entered into partnership with his brother, Edward S. Whelen, in the brokerage business, under the firm-name of E. S. Whelen & Co. In 1865 he became senior member of the firm, which was then changed to Townsend Whelen & Co., the other partners being his brother, Henry Whelen, and his nephew, Edward S. Whelen, Jr. At different times he was a member of the finance committee of the Philadelphia board of brokers, and an executor of the estate of James Nevins, his deceased partner. He traveled quite extensively, visiting the principal cities of the United States, several of the West India Islands, and made a protracted tour of Europe.

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Mr. Whelen was always deeply interested in everything that had for its object the advancement of education or elevation of the morals and condition of society. He served twenty-five years as a vestryman and warden of the Protestant Episcopal Church of the Atonement, was a trustee of the Yeates Institute Fund, and the time of his death (Oct. 26, 1875) was a member of the Standing Committee of the Diocese of Pennsylvania. He was thoroughly devoted to his church, and he carried out his Christian principles in all the relations of life. To his integrity he added great dignity of character, and his influence in ennobling the sentiments and actions of men was felt in all the circles in which he moved.

The issue of Continental currency began May 10, 1775, and continued until the aggregate amount reached $385,000,000. This currency was still further augmented by the continued issue of paper money by Pennsylvania, and as both were dependent upon the success of the Revolution, both lost the confidence of the people, and depreciated in value until, in 1781–82, all value departed from the notes, and as the United States never redeemed the Continental currency, they were a total loss to the holders. The depreciation of the currency, deranging values of every kind, produced confusion as well as distress, and induced Congress to adopt the expedient of regulating prices by law. Amid these distressing circumstances, with a government without a policy, the State without means, the army without clothing, the first banking institution of the country sprang into existence, the happy thought and bold expedient of Philadelphia merchants. Prominent among the promoters of this first bank were Robert Morris, Blair McClenachan, Thomas Willing, John Nixon, James Wilson, George Clymer, William Bingham. On the 8th of June, 1780, a largely-attended meeting of citizens at the Coffee-House resolved that a subscription should be instantly set on foot "to be given in bounties to promote the recruiting service of the United States." The subscriptions soon began to indicate the spirit that moved the citizens of Philadelphia: within nine days there was raised no less a sum than £400 in *hard* money and £101,360 in Continental money. The fall of Charleston caused a total change of plan, and a meeting of the subscribers was held[1] on June 17th, at which it was "proposed to open a security subscription to the amount of £300,000 Pennsylvania currency in real money," the subscribers to execute bonds to the amount of their various subscriptions, and the whole amount to form the capital of a bank, by the aid of which it was proposed to supply and transport food to the army.

The plan found a ready acceptance among the business men of Philadelphia.

"Whereas, in the present situation of public affairs," recited the subscription-list, "the greatest and most vigorous exertions are necessary for the successful management of the just and necessary war in which we are engaged with Great Britain, we, the subscribers, deeply impressed with the sentiments that on such an occasion should govern us in the prosecution of a war on the event of which our own freedom and that of our posterity, and the freedom and independence of the United States are all involved, hereby severally pledge our property and credit for the several sums specified and mentioned after our names, in order to support the credit of a bank to be established for furnishing a supply of provisions for the armies of the United States."

The subscription-list[2] was completed in a few days with an aggregate amount of £315,000, and an organization was effected under the name of the Pennsylvania Bank. Ten per cent. of the subscriptions were agreed to be paid at once, and the residue from time to time as it should be needed. The directors were authorized to borrow money on the credit of the bank for six months or less time, and to issue notes bearing interest at the rate of six per cent. All money borrowed or received from Congress was to be applied to the sole purpose of purchasing provisions and rum for the use of the Continental army, to transportation, and to discharging the notes and expenses of the bank. Congress was expected from time to time to reimburse the bank for the amounts expended, and when the whole amount laid out should have been thus returned, the notes were to be paid off and canceled, the accounts settled, and the bank wound up. On June 21, 1880, Congress was officially notified of the organization of the bank, and that it awaited only the recognition and co-operation of that body. These were immediately given in resolutions pledging the faith of the United States for the effectual reimbursement of the subscribers, and ordering that bills of exchange to the amount of £15,000 should be deposited with the bank, and that further assistance would be given if needed. The bank began operations on July 17, 1780, on Front Street, two doors above Walnut, and remained open for nearly one year and a half, and provided 3,000,000 of rations and 300 barrels of rum for the army. The tenth and last instalment of the subscriptions was called in on the 15th of November, 1780, and the bank's affairs were finally wound up toward the close of 1784. The Pennsylvania Bank served the patriotic purposes of its Philadelphia founders and subscribers; no hope of gain inspired its inception or prompted its management; it was pure patriotism that led to its establishment and conducted its business successfully. A picture of the financial situation, drawn by Gen. Cornell, in his letter to Gen. Greene,[3] will illustrate some of the embarrassments that beset the bank:

"The situation of our finances is such as to make every thinking man shudder. The new money ordered into circulation by the resolution of the 18th March meets with so many obstructions I almost despair of the credit it will have in the States that comply with the resolution. If it should fail, good God, what will be our fate, without money or credit at home or abroad? We have not one farthing in the treasury, and I know of no quarter from which we have a right to expect any. Yet we go on contented, pleasing ourselves with the sanguine hopes of reducing New York. I have seen many new schemes before I came to this place, but what I have experienced since exceeds anything I have ever seen before. I never saw a set of men that could quietly submit to every kind of difficulty that tended to the ruin of their country, without en-

[1] See vol. i. p. 409, note 1.

[2] See vol. i. p. 409.

[3] Greene's Life of Greene, vol. ii. p. 323.

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Townsend Whelen

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deavoring to make one effort to remove the obstruction. I believe they wish their country well, but suffer their time almost wholly to be taken up in business of no consequence."

"This Congress is finally bankrupt," said a Tory paper of May, 1781.

"Last night a large body of the inhabitants, with paper dollars in their hats by way of cockades, paraded the streets of Philadelphia carrying colors flying, with a dog tarred, and, instead of the usual appendage and ornament of feathers, his back was covered with the Congress paper dollars. . . . This example was directly followed by the jailer, who refused accepting the bills in purchase of a glass of rum, and afterwards by the traders of the city, who shut up their shops, declining to sell any more goods but for gold and silver."[1]

The ratification of the Articles of Confederation on the 1st of March, 1781, established more definite relations among the States,—all charges of war and other expenses incurred for the common defense and safety were made payable out of a common treasury, and Congress was given express power to borrow money and emit bills of credit, and all debts so contracted were deemed a charge against the United States, for the payment of which the public faith was pledged. Another important act was the election by Congress of Robert Morris as superintendent of finance, which took place on the 20th of February, 1781. These two events put a different and more hopeful aspect upon all public events. Morris, full of energy and self-reliance, and deeming no sacrifice too great to be made for the service of his country, laid his splendid personal credit at the service of his country, and, sparing neither labor, time, nor thought, brought to bear upon the financial condition of the country a zeal, intelligence, and experience unsurpassed in the country. He entered boldly and with zeal into Hamilton's scheme of a national bank. Unable to approve Hamilton's scheme for a bank with a capital of $3,000,000, and to be carried on in close relations with the national government, he drew up a scheme on a scale more adequate, in his opinion, to the national wants, and more likely to secure popular approbation, and on the 17th of May, 1781, presented to Congress his plan for the establishment of the Bank of North America.

The details of Mr. Morris were simple,—a subscription of $400,000 was to be raised in shares of $400 each, payable in gold or silver. Every subscriber of five shares or upward was to undertake to pay one-half the sum on the day of his subscription, and the other half within three months of that date. The organization was to be effected when the whole sum was made up. A directory of twelve was to be chosen annually to regulate the affairs of the bank. Congress, by resolution, approved of the plan for establishing a national bank in the United States, submitted by Mr. Morris, and that they would promote and support the same by such ways and means from time to time as might appear necessary for the institution and consistent with the public good. The subscribers were incorporated under the name of the President, Directors, and Company of the Bank of North America by resolution of Congress May 26, 1781; the States were recommended by the same resolutions not to permit the incorporation of any other bank; and the notes of the bank, payable on demand, were made receivable in payment of all taxes, duties, and debts due, or that may become due, and payable to the United States.

The subscriptions came in so slowly that great uneasiness was felt as to the success of the bank. The prospects of profits were very remote, the danger of a total loss of capital evident. The country was engaged in an arduous and doubtful conflict. If unsuccessful, the whole capital was lost. It was not until the fall of 1781 that the subscriptions presented a respectable appearance. The identification with the bank of the gentlemen most prominent in the management of the Pennsylvania Bank gave confidence to the public, and the opportune arrival of a French frigate at Boston with $470,000 in specie for the Government, which was immediately brought to Philadelphia and deposited with the bank, gave an assurance to the stockholders, who resolved upon organization. For this purpose the following gentlemen met at the City Tavern on Nov. 1, 1781: *Gouv'r Morris*, *James Crawford*, Charles Pettit, Michael Hillegas, *Samuel Osgood*, B. Fuller, Samuel Meredith (for George Clymer), William Turnbull, John Wilcocks, John Mitchell, Samuel Meredith, Mease & Caldwell, *John Donaldson*, James Wilson, John Nixon, *Timothy Matlack*, Andrew and James Caldwell, Robert Morris, Francis Gurney, George Meade & Co., Thomas Fitzsimons, *Thomas Fitzsimons* (for *George Meade*), *George Haynes*, *David H. Conyngham*, and *John Ross*.[2] The meeting selected the following board of directors: Thomas Willing, Thomas Fitzsimons, John Maxwell Nesbitt, James Wilson, Henry Hill, Samuel Osgood, Cadwalader Morris, Andrew Caldwell, Samuel Inglis, Samuel Meredith, William Bingham, and Timothy Matlack.

Thomas Willing was elected president, and Tench Francis cashier. The fortunate selection of Thomas Willing for president gave a decided impulse to the subscription to the stock. By December $85,000 in cash had been raised, and it was resolved to apply to Congress for a charter of incorporation. The opinion widely existed that Congress did not possess the power to incorporate; however, having by resolution of May 26, 1781, pledged its word to the incorporation of the bank, the act was passed Dec. 31, 1781, perpetually incorporating the subscribers under the name and style of "The President, Directors, and Company of the Bank of North America."

The operations of the bank commenced on the 7th of January, 1782, in the commodious store belonging to its cashier, Tench Francis, on the north side of

[1] *Rivington's Gazette*, May 12, 1781.

[2] Those in italics were subscribers to the Pennsylvania Bank.

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Chestnut Street, west of Third. Mr. Morris subscribed for 633 shares of the bank on account of the United States, paying therefor $254,000, but, owing to the necessities of the government, he was almost immediately compelled to borrow a like amount from the bank, so that the institution derived but little benefit from the government subscription. The great scarcity of money delayed very much the payment of the individual subscriptions, and, as a consequence, the amount of specie in the vaults decreased to an alarming extent; nor would the notes of the bank readily circulate, but were returned very speedily to the bank. Devices of an amusing, if not creditable, character were resorted to to inspire confidence, and stories were circulated and believed that the bank, by an ostentatious display of silver on its counters, and of men engaged in carrying boxes of silver (or supposed to contain silver) from the bank-room to the vaults and from the vaults to the counter, contrived to dazzle the eyes of the ignorant with its vast amount of specie, and create the impression of immense wealth.

Such subterfuges, if they were practiced, soon became unnecessary. The arrival of considerable sums of specie from the West Indies and Europe and the payment, little by little, of individual subscriptions soon overcame all difficulties, and the deposits gradually assumed large proportions. The depreciation of the bills of the bank ceased, and they were sustained at their par value without further difficulty, and by November the minutes of the stockholders show that the skill and attention manifested by the officers in arranging an institution altogether new in America were deserving of congratulation, and that the public had already experienced the good effects of the bank upon business of all kinds. Some of the States in the mean time gave to the bank the assistance of their recognition. Connecticut made the notes receivable in payment of taxes, Rhode Island provided punishment for counterfeiting its issues, and Massachusetts created it a corporation according to the laws of that commonwealth.

The doubts as to the validity of the charter granted by Congress continued to embarrass the institution until the directors deemed it to be necessary to the credit and efficiency of the institution that a charter should be obtained from the State of Pennsylvania. A memorial to that effect was drawn up and presented to the Assembly on February 21st, and on the 25th of the same month a bill was introduced providing for the incorporation of the bank, which bill became a law on the 25th of March, 1782. The feature of perpetual existence and the capacity to hold a large amount of property were regarded by some members as dangerous to the true interests of the State, but notwithstanding these objections all amendments looking to their correction were rejected. The election of Mr. Willing as president gave offense to many, because of his alleged indifference (or want of sufficient zeal) in the success of the national cause. For these reasons some of the extreme Whigs refused their assent to his confirmation, but notwithstanding all opposition the bill passed in its original shape.

The operations of the bank were almost immediately attended with a restoration of confidence and credit, at least in some degree, to the commercial interests of the country, while to the government of the United States its assistance was not less valuable. The requisitions upon the States in 1782 amounted to $8,000,000, but by the end of June not more than $30,000 had been raised. "Public credit," says Mr. Morris, "had gone to wreck, and the enemy built their most sanguine hopes of overcoming us upon this circumstance, but at this crisis our credit was restored by the bank." During February, March, and April of 1782, the bank loaned to the government $300,000, and by July 1st $100,000 more had been advanced, making a total of $400,000 during the year. The loans to the government aggregating so large an amount caused some uneasiness to the directors, and Mr. Morris sold out $200,000 of the government stock and paid off $300,000 of the amount borrowed. Before the 1st of July, 1783, the discounts to the government amounted to $820,000, an amount of aid and assistance without which, Mr. Morris said, "the business of the department of finance could not have performed." The State of Pennsylvania being unable to pay the officers of its army, relief was found in the bank, which advanced the money for the State, and received its reimbursement when the revenue was collected. The public enemy infested the Delaware River and Bay, and seized vessels in the port of Philadelphia. The bank advanced $22,500, which enabled the merchants to fit out a ship of war, which not only cleared the river and bay of the enemy, but captured a cruiser of twenty guns belonging to the British fleet. The defense of the western frontier was promoted by an advance of £5000 by the bank in 1782, and in 1785 it loaned the city wardens $2400, and the managers of the house of employment $4000. It was well said that "the instances of its services were innumerable."

The success of the bank, great as it had been, was not equal to the demands of the public for loans. Accordingly, on Jan. 12, 1784, the stockholders authorized the opening of books for the subscription of 1000 shares of $400 each, which were rapidly taken up. This increase of capital excited an envy, which set on foot a scheme for a rival bank, to be known by the name of the Bank of Pennsylvania. Large subscriptions rapidly followed, and an organization was effected, and an application for a charter made to the Assembly on the 10th of February, 1784. To meet the threatened competition of a formidable rival, the Bank of North America resolved to extend the new subscriptions to 4000 shares of $400 each, all of which were promptly taken, and the subscribers to the Bank of Pennsylvania prevailed upon to relin-

quish their scheme. The application for a charter was withdrawn, and on June 13th the books of subscription to the Bank of North America were closed, and the capital was found to amount to $830,000.

The difficulties which beset the bank ended not with the removal of its threatened rival. The paper money of colonial days loaned for a period of ten years, and secured by a mortgage on real estate, had been a source of great convenience to the people, and kept, by prudent measures, at a par with specie had not been productive of any great injury to the public. In 1785 a numerous party rose in the State, which demanded and obtained a renewal of that policy. But without the co-operation of the bank, the new currency bills could not be got into circulation. Opposed at first to aiding the paper-money scheme, the bank drew upon itself the charge of being hostile to the currency bills, and though the policy of the bank underwent a material change, and it received on deposit by March, 1786, £107,280 14*s*., or nearly the whole of the amount issued, it, nevertheless, incurred much unpopularity. The financial distresses of the mercantile community, incident to a long war which had annihilated all specie currency, could not be entirely relieved by a bank with the limited capital and resources of the Bank of North America. To the total prostration of business by the war was to be added that languishing condition of trade which followed the restoration of peace. An excess of British importations following, drained the last remaining specie from the country. In consequence of these unavoidable incidents to war, money became scarce and usury common. Upon the bank was charged the evils, which it may have to some extent augmented, but certainly had not created. Its accommodations, under the pressure which in common with the public bore upon the bank, were curtailed and called in, to the great inconvenience of all, and to the ruin of some customers. Under the impulse of inconvenience and loss, the opposition to the bank took a tangible and threatening aspect. Petitions to the Assembly from citizens of Chester County and elsewhere were presented on March 21, 1785, praying a repeal of the charter of the bank, and assigning as due to the bank all the ills and evils to which extravagance, overtrading, and improvidence are heir. Usury, extortion, favoritism, harshness to creditors, opposition to the paper money of the State, the possession of dangerous political and commercial influence were alleged as evils which followed the powers conferred by the charter and exercised by the bank.

Under the pressure thus brought upon the Assembly a committee was appointed, to which was referred all the memorials for consideration, with instructions to "inquire whether the bank established at Philadelphia was compatible with the public safety and with that equality which ought to prevail between individuals of a republic." The weight of popular opinion was too strong to be withstood, and on March 28, 1785, the committee reported a bill repealing and annulling the charter of the bank, which became a law on September 13th. Deprived thus of its State charter, the bank turned to Congress for relief from its embarrassments. The letter of President Willing to Congress producing no effect, and the Legislature persisting in its repeal, the bank turned to the State of Delaware for the protection which Pennsylvania had withdrawn. Though Delaware granted the charter, and though at one time it was seriously contemplated to remove to some proper point in that State, yet the dangers that threatened the safety of the bank in so desperate a step induced the directors to make another effort with the Legislature of Pennsylvania for the preservation of its franchises. This last effort, made in 1787, though more successful than the former, was nevertheless accompanied with conditions and restrictions which were far from satisfactory. However, the directors conceived it best to act under its provisions, notwithstanding they deprived the bank of all its national features, and reduced it to a mere State institution.

The critical period of the bank's existence was now passed,—peace had been established, and to some extent the disastrous effects of the war upon trade and commerce were beginning to disappear. In March, 1789, the Constitution of the United States went into operation, and gave a vigorous and responsible executive to the country, as well as an immense impulse to all schemes of national importance. Mr. Hamilton, at the head of the Treasury Department, was the strong advocate of a great National Bank, and in bringing forward his measure, dealt with great clearness upon the aid which the Bank of North America has given to the government during the war. His scheme contemplated the rehabilitation of the Bank of North America with national powers and duties. No steps were taken by the bank responsive to the suggestions of Mr. Hamilton, the institution preferring to remain under the auspices of the State. President Willing resigned on Jan. 9, 1792, and John Nixon was elected president. The business of the bank continued to increase rapidly, and the profits declared a dividend of twelve per cent. During the year 1791 the bank advanced $160,000 to the State, and in the following year $53,000. The State, in 1793, made overtures to the bank for a participation in its business and profits, which not being successful, resulted in the incorporation of the first rival,—the Bank of Pennsylvania.

In 1801 the charter of the Bank of North America expired, but the Legislature by the act of March 20, 1799, extended the charter for a further term of fourteen years. The number of banks in the country had largely increased, and in 1804 were estimated at forty-five in active operation, consequently the business of the bank had not been as favorable as when it alone reaped the profits of banking operations. In 1806 the profits of the bank very sensibly decreased. The

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cause was attributed by a committee of the directors to a variety of circumstances, enumerating among others that the policy pursued by the management had been such as to prevent the bank from partaking in any degree of the patronage from the General and State governments which other banks enjoyed, and also that for many years the directors had been discounting large amounts of accommodation paper, which they renewed from time to time, thus making a great part of the bank's capital comparatively inoperative. Immediate efforts were made to do away with the evils pointed out by the committee, and so successful were their efforts that by the close of 1809 the bank had regained its former prosperity, as shown by the laying aside of a surplus of $15,000. This surplus was increased from sales of shares to $80,000 during that year, and it was agreed that the annual interest on this sum should be accumulated until it reached $100,000. John Nixon, the president, died Dec. 24, 1808, and at the first meeting of the board, in 1809, on January 10th, John Morton was elected president. In 1810 the charter of the first Bank of the United States being about to expire, memorials to Congress for its recharter flowed in from many sources, among which was one from the directors of the Bank of North America. They urged the recharter because, in their opinion, the termination of the National Bank's operations would be attended with great suffering on the part of the commercial and agricultural interests.

The government received great assistance during the war with Great Britain from the bank, which received and paid out the government notes, opened subscriptions to the loan of 1813, and advanced the government $650,000 before the close of 1815. The disastrous system of over-issues and excessive trading during the war compelled, in August, 1814, the suspension of specie payments. It was not until Feb. 20, 1817, that resumption was effected. The Legislature, on March 28, 1814, renewed the charter of the bank for a term of ten years, but accompanied it with the old as well as with new restrictions. The capital was restricted to $1,000,000. Its affairs were to be open at all times to legislative scrutiny, and a bonus of $120,000 was to be paid to the State. The charter was formally accepted May 11, 1814.

In 1822, President John Morton resigned, and was succeeded by Henry Nixon, the son of John Nixon, the second president of the bank. In 1825 the charter was again to expire, and a new charter was approved March 21st of that year, by which the title of the corporation was changed to "The Bank of North America."

From 1830 to 1835 the business activity of the country was greatly increased, and with the prosperity of trade the operations of the bank increased. This course was followed by all the banks, until, on May 10, 1837, the crash came, led off by the suspension of the New York banks, and followed on the 11th by all the Philadelphia banks. A partial resumption took place in May, 1838, and on the 13th of August all the banks resumed. This, however, was only temporary, and on the 9th of October, 1839, the Bank of the United States suspended, and was followed by the Philadelphia Bank and the Farmers' and Mechanics' Bank. This action forced the Bank of North America to similar action, except that it continued to redeem its own notes of a denomination of $5 or under. On Aug. 8, 1840, Henry Nixon, the president, died, and was succeeded by John Richardson, who was elected Sept. 3, 1840. The severe penalties of the laws of the State upon banks who failed to meet their obligations was called to the attention of the banks by the proclamation of the Governor, and the Legislature intervening, by the act of April 3, 1840, fixed Jan. 15, 1841, as the time when the banks should resume payment in specie. This minatory legislation had the desired effect, and on the day appointed the city banks generally resumed. But just three weeks after, the Bank of the United States suspended for the third time, and ended its long career. It was found by a meeting of delegates, February 4th, from the Philadelphia banks, to be impossible for the banks to continue specie payments, and on the following day every bank in the city announced its suspension. Declining to participate in the "Relief Act" of May 4, 1841, the Bank of North America, at the beginning of 1842, had redeemed all its notes except $24,000, which it could pay on demand in specie. It had but few deposits which were not by express contract payable in current funds. Its outstanding loans were strictly on business paper, in small amounts, and it was prepared to resume as soon as the currency was raised to the standard of gold and silver. Notwithstanding that condition of its affairs, as the year went on it became apparent that the actual assets of the bank had greatly depreciated in value. Application was made to the Legislature for a reduction of capital, which, by the act of March 24, 1843, was reduced to $750,000, and the par value of the shares to $300. Two years of prosperity availed to place the bank upon a footing so firm that it felt warranted in asking for a return to the capital to its old volume. This was effected by the act of April 16, 1845.

The charter was renewed by the act of April 8, 1846, and accepted on Jan. 11, 1847. This charter reduced the par value of the shares to $100. The bank removed into temporary quarters adjoining the Philadelphia Bank, at the southwest corner of Fourth and Chestnut Streets, on June 11, 1847, and into its new building, Chestnut Street west of Third, on March 11, 1848. The charter was again renewed on April 26, 1855, for a period of twenty years. During the panic of 1857 the bank suspended, on September 26th. John Richardson resigned the presidency on April 27th, and James N. Dickson was elected on July 16, 1857. On the 9th of August, 1860, he resigned, and on the 20th of the same month Thomas Smith was elected,

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and remained in office for a period of twenty-two years, when he was succeeded by Charles F. Lewis.[1]

Important and radical changes in the currency followed the adoption of the Constitution of the United States in 1787. Bills of credit were no longer issuable by the States, and gold and silver were the only legal tender allowable in the payment of debts. This prudent measure was nevertheless productive of much embarrassment in all the branches of trade and commerce. The only specie left in the country by the drain of war and excessive importations was the savings of thrifty and non-speculating individuals, which, if not hoarded and concealed, would be most reluctantly parted with. The best estimate of the specie in the Union placed the amount available for banking capital at $2,000,000.[2]

The only banks in existence at the time of the adoption of the Federal Constitution were the Bank of North America, in Philadelphia, the Bank of New York, at New York, and the Bank of Massachusetts, at Boston.

Among the first acts of Congress was the incorporation, on the 14th of February, 1791, of the Bank of the United States, which was approved on the 25th of February. The capital of the bank was fixed at $10,000,000, for one-fifth of which the government could subscribe. The limit of its existence was fixed at twenty years, and it was prohibited to charge more than six per cent. interest. Individual subscriptions were payable one-fourth in gold or silver, and three-fourths in six per cent. stocks of the government, then bearing interest, or in three per cents at one-half their nominal value. Authority to establish offices of discount and deposit in the several States was conferred, and its notes were made receivable for all taxes and dues to the government. Of the capital, $5,700,000 were reserved for the parent bank, which was to be established in Philadelphia, and the balance, $4,300,000, was to be divided among eight branches that were to be established in the principal cities of the Union. The active capital was immediately subscribed, and the presidency tendered to Oliver Wolcott. Upon his declension of the presidency of the bank, Thomas Willing, of Phiadelphia, was elected. Mr. Hamilton, the author of the plan of a Bank of the United States, contemplated the restoration of the Bank of North America "to the situation in which it originally stood in the view of the United States," and not the creation of a "new establishment." That incorporation and union he contemplated should be made "under the auspices of an act of the United States, if desired by the Bank of North America, upon terms which shall appear expedient to the government." No steps appear to have been taken by the Bank of North America to effect the purposes contemplated by Mr. Hamilton in his report. The quiet and prosperous condition of the Bank of North America, under its State charter, were deemed preferable to the anxieties and hazards of a new national connection. The scheme of a separate institution was therefore pushed forward, and the Bank of the United States began its corporate existence on the 19th of February, 1791. Mr. Willing resigned the presidency of the Bank of North America on Jan. 9, 1792, and was succeeded by John Nixon.

The Bank of the United States continued its operations until the expiration of its charter, March 4, 1811. Albert Gallatin, Secretary of the Treasury, in sustaining the application of the bank for a renewal of its charter, in his report of March 3, 1809, exhibited the following condition of the affairs of the bank:

Cr.:		
I. Debts due to the Bank—		
1. Six per cent. stock, remaining part of the original subscription	$2,230,000	
2. Loans to individuals, consisting chiefly of discounted notes at sixty days	15,000,000	
3. Due by banks incorporated by the States	800,000	$18,030,000
II. Specie in the vaults		5,000,000
III. Cost of lots of ground and building erected		480,000
Total Cr.:		$23,510,000
Dr.:		
I. Capital stock of the bank	$10,000,000	
II. Money deposited by government and by individuals	8,500,000	
III. Bank notes in circulation	4,500,000	
Total Dr.:		$23,000,000
Leaving a balance for contingencies		$510,000

[1] The "History of the Bank of North America," prepared by Lawrence Lewis, Jr., has been the chief source of information consulted in preparing the account of that bank. We take great pleasure in acknowledging our indebtedness to Mr. Lewis, as well for the information conveyed in this work as for pleasure derived from the perusal of other publications from his pen.

[2] Congress, in 1793, established the United States Mint at Philadelphia, for the coinage of American specie. Notwithstanding the small amount of specie in the country at the time of the establishment of the Mint, and notwithstanding also the embarrassed condition of all kinds of business, the conversion of gold and silver into coin and bullion was immediately commenced, and has been continued to the present, with the vast sums set forth in the following table, kindly furnished by Col. A. Louden Snowden, superintendent of the Mint, for this work:

TABLE OF COINAGE AT THE UNITED STATES MINT FROM 1793 TO JUNE 30, 1883.

Gold Coinage.	
Double eagles	$378,773,900.00
Eagles	120,346,830.00
Half eagles	111,817,540.00
Three dollars	1,303,942.00
Quarter eagles	22,486,197.50
Dollars	18,096,469.00
Total gold	$652,823,928.50
Silver Coinage.	
Standard dollars	$71,006,749.00
Trade dollars	5,100,960.00
Half dollars	82,288,681.50
Quarter dollars	28,162,075.75
Dimes	11,490,525.40
Half dimes	3,977,346.90
Three-cent pieces	1,260,250.20
Twenty-cent pieces	11,342.00
Total silver	$203,237,930.75
Minor Coinage.	
Five-cent pieces	$7,018,583.40
Three-cent pieces	890,483.97
Two-cent pieces	912,020.00
One-cent pieces	6,900,428.43
Half cents	39,926.11
Total minor coinage	$15,761,341.91

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Mr. Gallatin contended that this statement proved that, as a bank, its affairs "had been wisely and skillfully managed." This bank was certainly beneficial to the country, and profitable to its stockholders, for it paid them an annual dividend of eight and one-half per cent. It must suffice to state here that all the efforts of its friends, supported by the weight and influence of Mr. Gallatin, failed to induce Congress to renew the charter. Mr. Pitkin observes, "The influence of State banks was also brought to bear on the great question then before Congress; and when it is considered that the number of these banks had at that time increased to nearly ninety, located in most of the States, with a capital of more than forty millions, their influence could have had no inconsiderable weight. With this union of views and interests against the bank, it is not strange that the charter granting it should be suffered to expire."

These State banks, during the war of 1812-15, furnished to the government the greater part of its loans for carrying on the war, and at the same time aided in the collection and disbursement of the revenue. This increased issue of paper, accompanied by the depression of commerce incident to war, and consequent upon the embargoes and other *restrictive energies*, occasioned a general suspension of specie payments by the banks south of New England.[1]

During the September session of Congress, in 1814, Mr. Dallas, of Philadelphia, then Secretary of the Treasury, submitted a plan for a national bank, with a capital of $50,000,000, three-fifths to be subscribed by individuals and corporations, and two-fifths by the United States. Neither the efforts of Mr. Calhoun nor of Mr. Webster to modify the plan of Mr. Dallas succeeded, and Congress passed the bill for the second Bank of the United States, which the President, Mr. Madison, approved on the 10th of April, 1816. This bank was also located at Philadelphia, with branches elsewhere. The bank was chartered to continue until the 3d of March, 1836. It did not commence operations until January, 1817, and soon after, in pursuance of a mutual arrangement between this bank and the State banks of New York, Philadelphia, Baltimore, and Virginia, specie payments were resumed. It was of this second Bank of the United States that Nicholas Biddle, of Philadelphia, became, on the nomination of President Monroe, in 1819, a director, and, upon the retirement of Mr. Langdon Cheves, in 1823, president.

This bank was to have $35,000,000 capital, of which $7,000,000 was to be subscribed by the government in five per cent. stock; $28,000,000 by the public, of which $7,000,000 was to be in specie and $21,000,000 in six per cent. United States stock. It was to pay a bonus of $1,500,000 in one, two, and three years, and to issue no note under $5, and was forbidden to suspend specie payments under twelve per cent. penalty. The expectations and pretensions of the friends of the bank were that it would correct the currency and control exchanges. Mr. Langdon Cheves became president of the bank on March 6, 1819, and found the bank practically bankrupt, but already engaged in a vigorous effort to contract its obligations.

The financial condition of Europe, as well as of America, was in a most uncertain and disturbed condition. Commerce, industry, and finance were groping their way back to the natural forms and channels of peace from which they had been diverted by the unnatural developments of a long war. The United States had participated in the struggle, and felt the full effects of its consequences. In 1816, paper money all over Europe was depreciated equally with that in the United States. But the exchanges of commerce were favorable to the United States, and an opportunity for resumption of specie payments offered. In the midst of this favorable condition of financial affairs came the breakdown of the bank. Its efforts to recover itself prostrated the whole industry of the country. Prices fell, exchange on England rose to 105 and 106, which carried off gold and silver, and a general liquidation set in, which extended through a period of three or four years. Andrew Jackson became President on the 4th of March, 1829. Hostile to the bank, and inimical to Mr. Biddle, the President was not slow to seize upon the first event that would enable him to begin those hostile demonstrations which in politics, as well as war, lead to actual engagements. The refusal of Mr. Biddle to remove Jeremiah Mason, a friend of Mr. Webster, from the presidency of the branch at Portsmouth, in the summer of 1829, was the first indication of the approaching conflict. The message of 1829 astonished the country by its intimations of the unconstitutionality of the bank charter. Though the first indication of hostility met with little favor in the Congress, the President took no step backward.

In 1832 a bill for the renewal of the charter passed both houses of Congress, but was vetoed by President Jackson. On January 1st following, the directors of the bank prepared and delivered to the Committee of Ways and Means a statement of the condition of the bank, which exhibited—

Claims against the Bank.	
The notes in circulation	$17,459,571.70
The deposits, public and private	13,547,517.86
The debts to the holders of the funded debt of the United States for principal and interest	6,723,703.16
Total	$37,807,322.74

Its Resources.	
Specie	$8,951,847.00
Notes of State banks	2,291,655.40
Balances due by State banks	1,596,252.08
Funds in Europe and foreign bills of exchange	3,190,225.43
Real estate	3,036,241.52
Debts due by individuals on notes discounted	43,626,870.02
" " " " domestic bills of exchange	18,069,041.25
Mortgages, etc	103,330.75
Total	$80,865,465.90
Claims as above deducted	37,807,322.74
And there remained a surplus of	$43,058,143.95

[1] The Philadelphia banks suspended specie payment for the *first time* on the 30th of August, 1814, and the suspension became general in a few months after.

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This statement being considered highly satisfactory, the funds of individuals as well as of the government continued to be intrusted to the Bank of the United States, and the price of its stock was a proof of the confidence in its condition and management. In 1833 the treasury withdrew from the bank nearly $8,000,000 of the public deposits, and at the same time the bank and the State banks curtailed the amount of credit upon which the business of the country had been carried on. The consequences which followed were innumerable failures, the depreciation of property, the arrest of public and private enterprise, and universal distress. When it became apparent that no recharter of the bank could be obtained, a plan was projected to combine the advantages of the long-established correspondence, name, and machinery of the bank, by incorporating its stock with a new institution, under the name of "The President, Directors, and Company of the Bank of the United States of Pennsylvania," which was chartered on the 18th of February, 1836, by the Legislature of that State. The transfer of the funds of the old bank was made into the new. More than fifteen per cent. beyond the subscription of the government was returned, besides a dividend of three and one-half per cent. every six months; not a dollar of money was lost to the United States nor to any of the stockholders of the Bank of the United States. No financial institution ever preserved its credit and character, as well as the means and interests of its customers, with more good faith and better practical results. It restored a stable currency to the nation, and distributed its accommodations with impartial fairness to all sections. If it had been wound up there would have been full payment of all demands, and the return to the stockholders of their principal and a surplus.

The Pennsylvania Bank of the United States succeeded to the "good-will and fixtures" of its predecessor. Mr. Biddle became its first president, and gave to it all the vast experience and ability which he possessed, and from 1836 to 1839 the new bank seemed to prosper, under the favor and confidence of both the government and public of Philadelphia. Its stock attained a premium of sixteen per cent., but not resting upon the broad foundation of national aid, and restricted to a narrow and local basis, it was unable to secure and maintain that national confidence upon which its usefulness and success depended. A period of general expansion, over-trading, and over-banking set in with the beginning of the career of the Pennsylvania Bank of the United States. The system of banking all over the country was not built upon the basis of specie. Currency did not represent coin; banks were mere paper-money mills. In consequence there could be no definite postponement of financial disaster. The bank made an assignment Sept. 4, 1841, and by its failure brought widespread ruin and disaster to business and trade throughout the Union. The estate of Stephen Girard sustained a heavy loss from the amount it had invested in the stock of this bank.

The Bank of the United States had suspended specie payment Oct. 10, 1839. The Legislature had fixed Feb. 1, 1841, as the date for its resumption. Action was not taken to bring it about until R. D. Wood, transiently meeting James Martin, one of the directors of the United States Bank, remarked to him that the period was fast approaching, and it was quite time to put things in order for it. This remark led to an agreement of views by the two gentlemen, and the subject was brought before the board of the Philadelphia Bank by R. D. Wood. Whereupon committees of the city banks examined the condition of the United States Bank, and agreed to lend it $5,000,000, taking its notes at an average of thirteen and a half months. The banks so lending borrowed upon these notes $2,500,000 from the New England and New York banks, and resumption took place.

These negotiations occupied over four months. They were conducted on the behalf of the borrowing banks by John White, Robert Howell, and R. D. Wood, and on the part of the New England banks by P. Marett. They involved reciprocal visits by these gentlemen to Boston, New York, and Philadelphia, correspondence with William Appleton and Abbott Lawrence, and a short conference with Daniel Webster.

The Bank of Pennsylvania was incorporated March 30, 1793, for twenty years. Its original capital was $2,000,000, divided into 500 shares of $400 each, with

BANK OF PENNSYLVANIA.

permission to increase the shares to 7500. The charter was extended, in February, 1810, for the term of twenty-one years, upon the condition that the Governor shall be allowed to subscribe at par, on behalf of the commonwealth, for 1250 shares of the reserved shares of the bank, and also for the same number of shares, all at par, at any time after the expiration of ten years from the 4th of March, 1813.

The banking-house on Second Street, between Chestnut and Walnut, was designed by B. H. Latrobe, of the pure model of Grecian architecture. The

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design was from the temple of the Muses, on the Ilyssus, near Athens, with two Ionic porticos, of six columns each, supporting entablatures and pediments. The whole building, one hundred and twenty-five feet by fifty-one feet, was of white Pennsylvania marble. In 1811 the State of Pennsylvania had $1,509,000 invested in this bank. Its branches were at Lancaster, Pittsburgh, and Easton. Its management was in a president and twenty-four directors, three of whom were annually appointed by each house of the Legislature, and the rest by the stockholders. In 1811 Joseph Parker Norris was president, and Jonathan Smith cashier. The president in 1835 was John Read, and Quintin Campbell was cashier. The bank failed in 1837.

The Bank of Philadelphia was formed in 1803, with a capital of $1,000,000, and incorporated in 1804 upon conditions of paying $135,000 cash; permitting the Governor to subscribe for 3000 shares, and to pay herefor $300,000 in six per cent. stock of the United States, which was at that time ten per cent. below par; to loan the State when required $100,000 at five per cent. for ten years; and the privilege of subscribing $200,000 at the end of four years, and at the end of eight years to subscribe another $200,000 on the part of the State, both sums to be at par. The practice of paying for charters to banking companies marks an era in legislation of the State. The enormous bonus paid by the Bank of Philadelphia, and the other privileges granted to the State, became necessary, in consequence of the violent opposition to the institution which was manifested by the Bank of Pennsylvania, and the offer on the part of that bank to pay $200,000 to the State, provided no new bank should be incorporated.

The Philadelphia Bank, before 1836, stood on the lot at the southwest corner of Fourth and Chestnut Streets, now occupied by the Wood building. The bank was a rough-cast, queer-looking Gothic building, with a great, wide, and high arch of entrance on Fourth Street. It occupied the southern half of the lot. The northern half was vacant ground, inclosed with a wall and railing on Fourth and on Chestnut Streets. There was grass in the inclosure, and at one time two or three trees.

In 1836, the building was removed to give place to a marble structure which was built in conjunction with the Western Bank. When completed, the eastern division was occupied in the second story by the Philadelphia Bank till its removal to the granite building opposite. The Commonwealth Bank then occupied the lower story until its removal, in 1876, to the southwest corner of Fourth and Walnut Streets.

In March, 1809, the Legislature chartered the Farmers' and Mechanics' Bank with a capital of $1,250,000, and to continue until May 1, 1824. The Legislature demanded $75,000 for the charter, and provision was inserted that the debts of the corporation should not exceed double the amount of the capital; one-tenth part of the capital was required to be loaned, if applied for, to the farmers of the State, on sufficient security by bond, mortgage, or note. For many years the bank was in a brick building on the lot of ground now occupied by it, formerly the Lawrence mansion, and in which it is said Admiral Howe lived during the British occupancy of the city. The bank opened business there Jan. 25, 1819; the new building was first used for banking purposes in 1854. Edwin M. Lewis is president.

The only incorporated State banking institutions in Philadelphia in 1811 were,—

	Capital 1811.	Circulation 1811.
Bank of Pennsylvania	$1,425,903	$1,460,356
Philadelphia Bank	713,309	654,420
Farmers' and Mechanics' Bank	804,730	504,700

In 1810 the Legislature enacted a law to prohibit unincorporated associations from issuing notes or pursuing any of the operations of banks; but in defiance of its provisions the system was persevered in, and even companies incorporated for the purpose of constructing bridges departed from the spirit of their charters, converted themselves into banks, and issued notes for circulation. This mania for banking would soon have been checked by the return of the notes for redemption, had not the war of 1812–15 intervened, and the cessation of the demand for specie for exportation to India and China removed the usual check against the excessive issue of bank paper. During the session of the State Legislature of 1812–13, a bill was passed by a majority of one in each branch to incorporate twenty-five new banks with an aggregate capital of $9,525,000, but it was vetoed by Governor Snyder, and returned with his objections, among which he said, "It would, by readiness to give credit, unite visionary speculations, divert men from useful pursuits, damp the ardor of industrious enterprise, and consequently demoralize the community." In March, 1814, the subject was renewed, and a bill passed incorporating, as has been stated, forty-one banks, with capitals amounting to upward of $17,000,000, of which only one-fifth part was required to be paid in. Although the bill passed both houses by large majorities, Governor Snyder returned this bill also, with his objections, but two-thirds of both houses voted for its passage notwithstanding; it became a law, and thirty-seven banks went into operation under its sanction. The immediate commencement of a number of these banks, whose *bona fide* capital was little more than the first installment required, increased the amount of circulation, already too abundant, and the depreciation of the currency grew worse and worse, until all confidence in its convertibility was lost. The new banks discounted stock notes to meet the remaining installments, and hence only one-fifth part of their capital was ever paid in. In 1819, of the thirty-seven banks which went into operation under the State law of 1814, fifteen failed, and were officially announced as "dissolved, unlawful, and

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unincorporated," and there were at the same time twenty-two banks more in the State transacting business without charters.

In 1820 there were thirty-six banks in existence in the State, with capital amounting to $14,681,780, and an indefinite number of *freebooters*. There is nothing cheering and but little useful or entertaining in the history of banking in this country in the decade from 1820 to 1830. Throughout almost that entire time there was a rapid succession of untoward events, leading to embarrassment, insolvency, litigation, dishonesty, and crime. It is a continuous history of bankruptcy and fraud. Banks were *bribed* to fail, that the stockholders might pay their indebtedness in the currency of the same bank, after it had reached its minimum point of depreciation, commonly fifty per cent. In 1829–30 the gloom which had settled so long upon the country was dispelled, and a brighter prospect dawned. The natural course of trade for the first time in eight years had brought a balance in specie of $8,500,000 into the country, and a large share of this fortunate result is due to Pennsylvania for her effective act for the suppression of the circulation of small notes within her borders. This abolishment of small notes extended the functions of metallic currency, by allowing it to take the place of these notes. Another cause of this influx of gold, in 1830, and retention for a time in the country, was the partial cessation of the exportation of specie to India and China, occasioned by the substitution of bills of exchange and letters of credit on London for the imports for those countries.

"In 1830 there were in Philadelphia twelve joint-stock banks, exclusive of the Bank of the United States. Allowing for the share of the capital of the latter employed in banking speculations in the city, the total capital engaged in bank business in Philadelphia that year may be taken at $10,667,000, on which a dividend accrued of $693,075, being at the rate of 6.497 per cent. The bank of the late Mr. Girard, being a private establishment, is not included in this estimate (statement by I. H. Goddard, Esq., *New York Daily Advertiser*, 29th January, 1831). None of the Philadelphia banks issue notes less than five dollars. They all discount good bills, having sixty or ninety days to run, at six per cent. In Philadelphia the banks have been pretty successful, but in Pennsylvania generally there have been many failures."[1] The banks of Philadelphia suspended specie payment May 10, 1837, and the city of Philadelphia began the issue of "shinplasters." The banks resumed specie payments Jan. 15, 1841.

Most prominent among the bankers of Philadelphia was Stephen Girard, born in Bordeaux, France, on the 21st of May, 1750. In 1764 he sailed for St. Domingo as a sailor on the ship "Pelerin," commanded by Capt. John Coarteau; returning to his home, he again sailed for the French West Indian possessions, and continued to make frequent voyages during a period of nine years between those islands and Bordeaux. His experience as a sailor, acquired by these voyages, obtained a license on the 4th of October, 1773, "to Stephen Girard, of Bordeaux, full authority to act as captain, master, and patron of a merchant vessel." His attention was now turned to commercial affairs in connection with the pursuit of the sea. His record, in the shape of a journal kept by himself, contains the invoices and sales of a quantity of goods suited to a West India market. These goods, amounting in value to about three thousand dollars in Federal money, were disposed of in St. Domingo in February, 1774. From the West Indies he sailed to New York, and arrived in July of the same year. Here his business tact and shrewdness in disposing of his goods attracted the notice of Thomas Randall, a merchant of that city. For the next three years he traded with New York, New Orleans, and Port au Prince, on his own account and jointly with Mr. Randall. In the month of May, 1777, he arrived for the time at Philadelphia. He now changed his profession of sailor to that of merchant, and commenced business in a rented store on Water Street, a short distance from the spot where he afterward permanently located. He married, in July, Mary Lumm, of Philadelphia. The approach of the British troops to Philadelphia drove Mr. Girard to Mount Holly, in New Jersey, where he remained until the evacuation of the city by the enemy, on the 17th of June, 1778, when he returned and resumed his business. His mercantile business had grown so profitable and his fortune had increased so rapidly that in June, 1812, he determined to devote his attention to banking. To this end he purchased the banking-house of the Bank of the United States, the business of which and the funds in its vaults remained with his bank, and he thus began a new career with unusual advantages and

STEPHEN GIRARD'S BANK.

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[1] McCulloch's Commercial Dictionary.

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prospects of success. His new occupation did not withdraw him from mercantile pursuits, but his trade with China, the East Indies, the Cape of Good Hope, and Europe continued to be pushed with unabated industry, and was attended with unexampled success. From the period of the establishment of his bank until his death, in 1831, he continued to prosecute both commercial and financial business. He died on the 26th of December, 1831, leaving the largest fortune accumulated by any single man in America up to the time of his death. His extraordinary regard and care for the interest intrusted to his management was illustrated by his executing and recording a deed of trust providing that in the event of his death "no delay nor abstraction on the payment of the moneys deposited with him may ensue, but that all business may be transacted with like promptitude and punctuality" that it was in the lifetime of Mr. Girard himself.

The Bank of Germantown was chartered by the Legislature of the State in 1813, and went into operation July, 1814, with a paid-in capital of $55,000; Samuel Harvey, president, and John F. Watson (author of "Watson's Annals of Philadelphia"), cashier. The first board of directors was composed of Samuel Harvey, Charles J. Wister, Richard Bayley, Peter Robeson, Michael Riter, George Bensell, John Johnson, Edward Russell, William Rodman, Robert Adams, Samuel Johnson, Conrad Carpenter, John Rogers.

Capital, January, 1815, $91,000; July, 1815, $150,000; January, 1816, $152,000; and in 1853, $200,000.

From the minutes of the bank of July, 1814, it appears that "the committee for procuring and fitting out a banking-house report that they have leased from Dr. George Bensell, for the term of six years and six months from the 15th of June last, at a rent of three hundred dollars per annum, payable quarterly, a three-story stone house opposite the sixth mile-stone in the village of Germantown, and that they have purchased from Mr. James Stokes the iron doors, etc., belonging to the vault of the late Bank of the United States in Germantown, that they have employed masons and carpenters to make the necessary alterations, which they expect will be completed by the 23d inst." The location was changed from the above place (which is the second house above School Lane on the Main Street) to Main Street, below Shoemaker Lane, in 1825, and again, in 1868, to Main Street and School Lane, next door to the original location.

Samuel Harvey died in 1848, and was succeeded by Charles Magarge as president. John F. Watson resigned the cashiership in 1848, and was succeeded by Lloyd Mifflin, who resigned in 1850, and was succeeded by Samuel Harvey, Jr.; he resigned in 1860, and Charles W. Otto, the present cashier of the bank, was elected in his place. Mr. Magarge resigned in 1866, and William Wynne Wister, the present president, was elected to fill the vacancy.

The Commercial Bank was chartered in 1814, with a capital of $1,000,000. The charter was renewed in 1824, and renewed again in 1836, while James Dundas was president. Mr. Dundas was prominent for many years among the leading financiers of the city.

He was the second son of John and Agnes Dundas, the latter a native of Alexandria, Va. He was born June 21, 1786, graduated at Princeton College, and was admitted to the Philadelphia bar. He married Anna Maria Pratt, a daughter of Henry Pratt, an eminent merchant of Philadelphia, by his second wife Elizabeth Dundas, herself a daughter of James Dundas, a younger son of John Dundas, of Manour. This last-mentioned James Dundas came from Scotland to America[1] shortly after the battle of Culloden, and settled in Philadelphia. He died Jan. 10, 1788. The James Dundas who is the subject of this biography succeeded to the family estate of Manour, in Perthshire, Scotland, which he held and enjoyed for a short time, until dispossessed of it by the alien laws of Great Britain.[2] He was the great-grandson of John Dundas, of Manour, and Anne, daughter of John Murray, of

[1] Douglas' Baronage, page 180.

[2] "The Dundases," says Lord Woodhouselee, in the Transactions of the Royal Society of Great Britain, "are descended of a family to which the historian and the geologist have assigned an origin of high antiquity and splendor, but which has been still more remarkable for producing a series of men eminently distinguished for their public services in the highest offices in Scotland." The family of Dundas, in common with the families of Dunbar and Hume, traces its descent in the male line from the Earls of March and Dunbar, who were sprung from the Saxon princes of Northumberland and the Saxon monarchs of England. According to the Douglas Baronage, "Uthred, a son of Cospatrick, first Earl of March, lived in the reign of King David I., who succeeded to the Scottish crown in 1124, and died in 1153. The genealogical chart of the family, retained in its archives, points out that Uthred was seated as Baron of Dundas, at Dundas Castle, in West Lothian, which was built eight hundred years ago. John Dundas, of Dundas, in the thirteenth generation, succeeded his father in 1480, and in 1487 was created Earl of Forth. In 1491, King James IV. granted him the island of Inchgarvie, with liberty to build and fortify a castle upon it. Sir William Dundas succeeded John Dundas in 1494, and married Margaret, daughter of Archibald Wanchope, of Niddrie, by whom he had sons,—Sir James and William Dundas. Sir James Dundas was the ancestor of the families of Dundas of Dundas; Dundas of Arniston; Dundas, Viscount Melville; Dundas, Baronet of Dunire; and William Dundas, from whom are descended the Dundasses of Duddington and Manour." Burke's "Visitation" says on page 38, "Staniehill Tower, one of the properties which lay nearest to the Earl of Hopetown, was once the seat of Dundas of Manour, a cadet of the ancient and distinguished family of Dundas of Duddington. Lord Hopetown had for some time tried to induce the old laird of Manour to sell to him the tower of his fathers, but in vain. However, he bided his time, and found the young laird less impracticable. He induced him to listen to what was indeed a very advantageous proposal, and exchanged with him the beautiful estate of Aithreg for Staniehill Tower, which now forms a fine object in the midst of the pleasure-grounds of Hopetown House."

"Dundas of Manour: George, the first of this family, was the second son of David Dundas of Duddingston, himself a second son of William Dundas of Duddingston. George Dundas acquired several estates. He acquired a charter under the great seal Magistro Georgio Dundas, filio quondam, Davidis Dundas de Duddingston, terrarum de Smiddie Hill, etc., dated July 19, 1625; also a charter of the lands and barony of King's Power, alias Manour, in Perthshire, dated Nov. 19, 1628, which last hath continued ever since to be the chief title of this family."—*Baronage of Scotland, by Sir Robert Douglas*, pp. 178–179.

"Sir David Dundas, late solicitor-general, and Sir John Dundas, Baronet of Richmond, are also descended from John of Manour."

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James Dundas

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Polmair,[1] who was the sixth in descent from William Dundas, of Duddington and Manour, the second son of Sir William Dundas, of Dundas, who represented the fourteenth generation of that ancient family in a direct male line.

The death of James Dundas, of Philadelphia, occurred on July 4, 1865. A newspaper notice of his decease says that "the coal interest of this State is largely indebted to him for its development, both from his counsel and his large investments." Another account has the following: "Mr. Dundas was formerly president of the Commercial Bank, which position he filled with distinguished ability. He was also for many years a director of the Philadelphia Savings-Fund Society, an institution of very high character and extended usefulness." With the Pennsylvania Horticultural Society he was long identified as one of its vice-presidents. His taste for horticultural pursuits was strongly marked, and his liberality rendered his gardens and conservatories quite celebrated. In beauty and rarity they were not surpassed by any in Philadelphia. His gardener had become quite a well-known personage, and generally took a number of prizes at the exhibitions of the Horticultural Society. Few conservatories in the country can show so good a collection of air-plants as the one he had in charge, and the great tank containing the Victoria Regia was an unfailing resort for the curious. Mr. Dundas was ever liberal, and he was the friend of all praiseworthy public enterprises. His residence, at the northeast corner of Walnut and Broad Streets, has long been a theme of public admiration. Mr. Dundas was a man of strict integrity, of the utmost punctuality, prompt and quick of action, kind and just to all with whom he had intercourse, and a true friend; those who knew him best learned to respect and love him.

The Philadelphia Loan Company was organized in 1836, and was for a time active. It went out of existence in 1838. The capital was $500,000. George S. Schott, M.D., was president, and T. M. Moore, cashier. The board of directors consisted of George S. Schott, Joseph R. Chandler, William Stephens, Benjamin E. Carpenter, John F. Ohl, Nathaniel C. Foster, Thomas E. J. Kerrison, John R. Walker, Bartholomew Graves, William E. Whitman, James Simpson, Benjamin Duncan, and T. M. Moore. When the company went out of existence it had no assets.

In October, 1839, the "Great Western" and the "British Queen" carried nearly $1,000,000 each in specie to England, and the demand for exchange on London was unsatisfied; an immense pressure on the commercial community followed, and strong fears were felt not only that the banks would suspend specie payments, but that many failures would follow.

On Oct. 8, 1839, all the banks of the city were requested to meet by committee, and a committee was appointed by the Board of Trade to take into consideration the embarrassed state of the commercial affairs of the city. The banks met by committee, and the question being taken on immediate suspension or resumption resulted as follows. Those voting yea were the United States, Girard, Western, Moyamensing, Schuylkill. Those voting no were the Philadelphia, Farmers' and Mechanics', Mechanics', Merchants' and Mechanics', Commercial, North American, Southwark, Penn Township, Kensington; Pennsylvania and Northern Liberties not represented.

On October 9th, at a meeting of the directors of the Philadelphia Bank, a communication from the directors of the Bank of the United States was received, saying that they had suspended. The Philadelphia Bank resolved to follow their course, and the same was adopted by all the banks in the city except the Commercial.

The number of banks in the city in 1840 was sixteen, with capital amounting, exclusive of that of the Bank of the United States, to $18,050,000.[2] In 1848 there were in Philadelphia County thirty-four banks, with an aggregate capital of $7,866,000; circulation, $6,400,000; specie, $1,800,000; in Philadelphia fourteen banks, with $9,222,000 capital and $4,200,000 circulation and $3,900,000 specie.[3]

From 1848 to 1860 the capital and accommodations of the banks of Philadelphia did not materially vary. To the above list the Tradesman's Bank must be added, with a capital of $150,000; discounts, $495,000; circulation, $182,730; specie, $215,061; deposits, $518,871,—making for 1854, $10,700,000 of capital, $25,285,319 of loans, $14,942,602 of deposits, $4,692,146 of circulation, and $3,940,139 of coin.

The following abstract statement of the condition of banks of Philadelphia is taken from the auditor's official report to the House of Representatives, Jan. 19, 1848:

Banks.	Bills Discounted.	Circulation.	Specie and Treasury Notes.	Due Depositors.
Bank of Pennsylvania	$2,354,644.34	$492,092.50	$272,640.09	$828,249.91
Philadelphia Bank	2,781,045.60	693,384.04	649,718.87	1,409,571.95
Bank of North America	1,869,664.24	430,426.41	981,903.02	1,278,491.08
Commercial Bank of Pennsylvania	1,583,539.32	258,429.00	257,462.80	721 226.96
Farmers' and Mechanics' Bank of Philadelphia	2,414,399.63	613,925.27	416,349.44	1,468,751.28
Girard Bank	648,550.20	255,335.00	320,356.68	422,059.20
Bank of Commerce	460,816.40	155,545.00	185,473.61	252,249.80
Southwark Bank	590,117.82	237,020.00	298,925.44	525'292 29
Mechanics' Bank of City and County of Philadelphia	1,359,186.22	367,055.00	192,702.64	604,062.16
Western Bank of Philadelphia	1,252,448.83	277,365.00	189,841.24	651,606.80
Bank of Northern Liberties	961,232.91	310,147.00	245,089.87	744,495.69
Bank of Penn Township	957,000.96	242,770.00	263,050.29	500,320.84
Manufacturers' and Mechanics' Bank of Northern Liberties.	781,879.53	280,715.00	164,272.33	323,759.86
Kensington Bank	692,542.16	221,517.50	143,765.27	408,767.61
Bank of Germantown	215,606.20	80,670.00	25,915.83	114,128.09

[1] Douglas' Baronage, page 179.

[2] McCulloch's Dictionary.

[3] Hunt's Merchants' Magazine, vol. xviii., February, 1848.

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The long suspension of specie payments which began Dec. 30, 1861, and ended Jan. 1, 1879, was attended with many circumstances and events in the history of banking and currency.

The first suspension of specie payments by the banks took place Sept. 1, 1814, and extended throughout the United States. From 1817 to 1837 there were no suspensions of specie payments, but on the 10th of May, of the latter year, the banks suspended, and the city and corporations issued their "shinplasters." This suspension continued over a year. The New York banks resumed in 1838, but the Philadelphia banks declared they were unable to resume. Governor Ritner, in July, 1838, by proclamation declared that the banks by suspending specie payments had violated their charters, and he ordered them to resume on the 13th of August following. This intimation of trouble ahead induced the banks to resume payments in specie, which they continued to do for over thirteen months, when, on the 9th of October, 1839, they again suspended, but were driven to resumption on the 15th of January, 1841. This lasted but three weeks, when the failure of the Bank of the United States (Thomas Dunlap, president) caused all the other Philadelphia banks to suspend specie payments. There was no general day of resumption, but each bank in its own good time commenced to pay out specie in small sums, which continued for several years. The continued issue of bank paper, unrestrained by resumption, stimulated speculation and excessive importation until, on the 21st of September, 1857, the Bank of Pennsylvania succumbed in total failure, and every other Philadelphia bank suspended, which was speedily followed by all the banks throughout the country. Resumption was gradual and slow, but steadily progressed until the threatening condition of the country, produced by the approaching war between the States, produced a general suspension of specie payments, which were resumed for a short period in 1862, which, with exceptional instances of payments of small amounts of specie, continued until Jan. 1, 1879, when all the banks of the country resumed the payment of specie.

Intimately connected with the suspension of specie payments are those crises of monetary affairs called "panics," in which men take more counsel of their fears than of their judgments. The first distinct and well-defined "panic" occurred in May, 1837, and under its baleful influence some of the oldest and stanchest houses of Philadelphia went down. Among these may be mentioned those of Samuel Comly, Jackson, Riddle & Co., R. & J. Phillips & Co. Another "panic" broke out in 1841, when Pope & Aspinwall and John Brock, Son & Co. were sacrificed. There was a general depression in business all over the country from 1812 or 1813 to 1819 or 1820. Again, in 1857, the sudden failure of the Ohio Life and Trust Company of Cincinnati produced that remarkable condition of financial nervousness which has taken the generic name of "panic;" and "Black Friday," in September, 1869, is a memorable instance of panic.

One of the most widely known of our business men thirty or forty years ago was Enoch W. Clark, the senior partner in banking-houses in Philadelphia, New York, St. Louis, and New Orleans, all of them leading houses in the domestic exchange and banking business. Mr. Clark is well remembered by our older merchants as an enterprising and honorable business men, and as a very bright and genial companion. He was born in 1802, in East Hampton, Mass., and was a direct descendant of Capt. William Clark, who settled near there in 1639. He received his business education in this city with Solomon Allen, whose firm of S. & M. Allen & Co. was one of the most prominent of the banking firms existing in the early part of this century, with principal houses in New York and Philadelphia and branch houses in all prominent cities North and South. Mr. Clark, on attaining his majority, in 1823, was sent by Mr. Allen to Providence, R. I., to open a branch house, not because that was a very promising business point, but it was the only good opening not already occupied by a branch or allied house.

Mr. Clark met with marked success almost at once, but after a few years he severed his connection with the Allens, and was less successful in another branch of business. He moved to Boston in 1833, and resumed the banking business; was at first successful, but was later carried down in the reverses of 1836. He then moved to Philadelphia, and in January, 1837, established, in connection with his brother-in-law, Edward Dodge, the banking firm of E. W. Clark & Co., on Third Street, on the site now occupied by the building erected by himself in 1852, and always the headquarters of his own or succeeding firms of the same name.

After the failure of the United States Bank, in 1837, domestic exchanges were very much disturbed for many years; specie payments were twice suspended; banks were everywhere established, generally on an insecure basis, and many of them were short-lived. Losses as well as profits were large in the exchange business, but the most enterprising and well-informed exchange dealers were afforded a fine opportunity to do a remunerative business. Exchange on Southern cities, or notes issued there, purchased at a large discount because no direct returns could be obtained in either specie or exchange, were forwarded with instructions to remit to some other point on which exchange could be obtained, and perhaps from that second point remittances came only through a third. The readiness in buying drafts on all points, promptness in making collections, and the cultivation of business relations with leading houses in different cities, and finally the opening of branch houses in St. Louis, New York, and New Orleans, brought the new firm into prominence, and secured to it a very large and remunerative business in domestic exchanges. Those whose financial experience

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E W Clark

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does not extend beyond the time when the present banking system was established know nothing of the condition of the currency and exchanges after the failure of the United States Bank, and the extent to which private banking firms transacted the different branches of the exchange business now monopolized by the National Banks.

The profits resulting to Mr. Clark from seven years' business, between 1837 and 1844, were all used by him in the payment of debts incurred in Boston in 1836, and the considerable fortune which he left to his family in 1856 was acquired in 1844 and later.

His eldest son, Edward W., became a partner in the house in January, 1849. Jay Cooke had then been a partner for five years, and Mr. Clark gradually withdrew from active participation in the business. Clarence H. Clark was admitted in 1854.

Mr. Clark did not live long to enjoy the rest thus afforded. He was attacked in 1855 by a painful disease due to nicotine poisoning, and died in 1856, before completing his fifty-fourth year.

Jay Cooke, who had been at one time a partner of Enoch W. Clark, was born in Huron County, Ohio, Aug. 10, 1821. His business life commenced at the early age of thirteen in a store in Sandusky, where he remained nearly a year, and then went to St. Louis, from whence he returned home to continue his education. He soon removed to Philadelphia, and accepted a position with William G. Moorhead, who was then largely engaged in railroad and canal enterprises. He subsequently obtained a position in the banking house of E. W. Clark & Co., of this city. He was about seventeen when he entered this house, but his earnest zeal to understand the business of banking, and his close attention to all details, so impressed his employers that before he attained his majority he was intrusted with full powers of attorney to sign the name of the firm; and in 1842, when twenty-one years of age, he was admitted a partner, in which he remained until 1858. In the early part of 1861 he went into partnership with W. G. Moorhead, under the style of Jay Cooke & Co. When the first of the war loans was advertised, this house obtained and sent to Washington a large list of subscriptions; afterward the house placed a large part of the war loan of Pennsylvania. The subsequent success of the house in placing the war loans obtained for its head the name of *the* Financier of the Rebellion. The house continued to prosper until it became the bankers and fiscal agents of the Northern Pacific Railroad Company. The heavy advances made by the firm to this company, depending for reimbursement on the sale of bonds, caused the suspension of the company on the 18th of September, 1873, after which the concern was placed in bankruptcy, from which Mr. Cooke emerged with loss of fortune, but with preservation of character.

Sacrificing all his properties to meet the demands of his creditors, and disdaining to resort to the legal technicalities which might have largely protected him, he passed into an honorable retirement, leaving behind him the example of a man who was as brave in meeting disaster as he had been wise and energetic in financially holding up the hands of the government, and in opening to civilization and settlement the magnificent and fertile empire of the new Northwest. Recalling now the financial strength of the government, its untarnished credit, and the high valuations of its securities in all the money markets of the world, no person familiar with its history can avoid acknowledging the influence of Mr. Cooke in the policy which has led to such proud results.

The Drexel Banking House, in broad influence and honorable reputation, occupies the front rank. It was founded in 1837 by Francis M. Drexel, deceased, father of the two brothers of that name who are now at its head. It became large, prosperous, and of high credit in his lifetime. Their New York house (now Drexel, Morgan & Co.) dates from 1850; and the Paris house (Drexel, Harjes & Co.) was established in 1867. The loans, credits, and other financial operations of these three Drexel banks extend all over the commercial world. The London connection is J. S. Morgan & Co. The Drexel brothers above referred to are Anthony J. and Francis A., and a brief sketch of the former is given here.

Anthony J. Drexel was born in Philadelphia in 1826, and long before he was through with his school studies entered the bank at the age of thirteen. Since then (or rather since his school education was finished) the history of the banking establishment has been his life. Its progress, its great growth, its high repute, its wide influence, the extent of its operations, furnish the material that would go into his biography, his brother's, and his father's. Otherwise the writer can only speak of his character, and the admirable qualities which give him prominence in business and in private life. First, as to his breadth of view as banker. The Drexel houses are money-furnishing establishments, their principal transactions being to supply capital for individual and corporate enterprises or needs,—for government use, national, State, and municipal,—and for times of public emergency. In all such negotiations, but especially those of a large or public nature, Mr. Anthony Drexel has a quick and intuitive perception, his mind taking in all the prominent bearings of the proposition at once, and enabling him to decide promptly what ought or ought not to be done; and with him what should be done takes notice not only of the interests of his own banks, but just and generous regard for the interests of the client and for the public also, whenever the negotiation has its public side. If it is an occasion when solvent business men or fiduciary institutions are hard pressed or might be compelled to suspend or break owing to panic in the money market, the means are furnished to save the men or the institutions from breaking or discredit. Mr. Drexel has

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many times done this under all sorts of circumstances, from the humblest to those involving safety or ruin to very large corporations, where if the relief had not been extended there would have been peril of wide-spread disaster. For all such matters he has instinctive insight, the broadest view, and the quickest decision.

The Drexel houses have supplied and placed hundreds of millions of dollars in government, corporation, railroad, and other loans and other securities. These securities are placed for investment; they have no dealings with speculative bonds or stocks. Sound and sure transactions are the invariable rule. Along with safety, the honor of their banking-houses for fair dealing is maintained on the highest plane. An illustration of this occurred at the outbreak of the Franco-Prussian war, in 1870. A large number of travelers and tourists having Drexel letters of credit were at the time in Germany, Switzerland, France, and elsewhere on the Continent, cut off from communication and compelled to remain where they were, because the railways and telegraphs were seized for exclusive government use.

In this emergency, the Paris house directed a large amount of gold to be sent to Geneva and other places on the Continent to protect their letters of credit, and authorized the holders of them, wherever they were, to draw through the local banks, in francs or sterling or marks or dollars, as would be most available to them. This cost the Drexels a great deal of money, but it gave instant relief to the holders of their letters, and shows the high standard of credit they set for their house. This spirit of scrupulously honorable dealing, characteristic of Mr. Drexel, is shown in all transactions, including the treatment and preferment of the employés of the several houses.

In the promotion of all good works, in Philadelphia especially, Mr. Drexel is always among the very foremost, and is relied upon usually as the person to take the lead, and this he does with generous heart and full hand, whenever a charitable or benevolent purpose is to be helped, an educational, art, scientific, or industrial institution or enterprise to be encouraged, or any project for the general welfare is to be advanced. A catalogue of instances illustrating this would be very long indeed.

In all matters outside of his business, in which he is strong and incisive, Mr. Drexel is one of the most retiring and unpretentious of men, disliking everything in the nature of display or self-assertion. His habits are of the quietest kind, with a strong inclination to art, especially music, both brothers being expert musicians. No one, observing his quiet demeanor, could suppose that he is the great banker whose name is like gold and inspires confidence everywhere, who has been sought for to accept the highest fiduciary positions, and who has declined the high financial office of Secretary of the Treasury of the United States.

The year 1862 opened with a general suspension of specie payments by all the banks throughout the Union. On February 25th of that year Congress authorized the issue of $150,000,000 of treasury notes, known as "greenbacks," and made a legal tender for all private as well as public indebtedness. July 11th another issue of $150,000,000 of greenbacks was provided for. The price of gold began to rise with the issue of greenbacks, and between January and July of 1862 the premium reached twenty per cent. In January, 1863, another issue of $100,000,000 was authorized, and gold rose to fifty per cent. premium. A great scarcity of specie and small change was experienced all over the country, and cents sold at a premium in Philadelphia. Even postage-stamps and car-tickets entered into circulation. October 9th, gold was held at a premium of twenty-five per cent. and silver at seventeen per cent., while on the 16th the former reached a premium of thirty-seven per cent. and the latter of twenty-five per cent.

The National Banking Act, approved Feb. 25, 1863, authorized $300,000,000 of bank capital, to be distributed, one-half according to the banking capital and one-half according to population, and on the day of its approval the premium on gold in Philadelphia was seventy-two per cent. March 5th and 6th witnessed great excitement in the gold market. The subscriptions to the five-twenty loan for the week ending October 31st, amounted in Philadelphia to $16,500,000, the total subscription in the city amounting to $36,600,000. The act of June 30, 1864, limited the amount of greenbacks to $400,000,000, and such part of $50,000,000 more as might be needed to redeem temporary loans. The premium on gold continued to rise, until, in July, 1864, it reached $2.85. The fluctuations in prices of all kinds were frequent and rapid, following as much the vicissitudes of the war as the volume of the currency. Suffering and distress prevailed among all classes dependent upon fixed incomes, while stupendous speculations in gold, stocks, and provisions were carried on. The temptation to peculation and fraud seemed to grow and expand as well as the currency, while heavy losses and depressions followed almost all legitimate trade and business.

The Fidelity Insurance, Trust, and Safe Deposit Company was incorporated March 22, 1866, and began business on September 1st of that year. It receives deposits of money at interest, deposits of securities and other valuables, rents burglar-proof safes, furnishes letters of credit, collects incomes and manages estates, and acts as executor, administrator, guardian, assignee, receiver, and trustee, under appointment by courts, corporations, or individuals. It has a capital of $2,000,000, and has, at Nos. 327, 329, and 331 Chestnut Street, a building of sufficient magnitude, thoroughly fire-proof, with vaults of impregnable strength, and a complete system of watching. The officers are Stephen A. Caldwell, president;

A J Drexel

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S. A. Caldwell

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John B. Guest, vice-president; Robert Patterson, secretary and treasurer; and George S. Clark, safe superintendent. Stephen A. Caldwell, the president of this company, was born in Newburyport, Mass., Sept. 19, 1822. His ancestors lived in Ipswich, a neighboring town in the same county (Essex). The first of the family, John Caldwell, presumably came from England; at all events, he was in Ipswich in 1654, a landowner, and a man in good circumstances.

FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT COMPANY. 329 Chestnut Street.

In 1654 he married Sarah Dillingham, who was born in Ipswich in 1634, and from them has descended a numerous progeny. The eldest son for eight successive generations was named John, and inherited the father's estate, according to English custom. The family for two hundred and twenty years lived in the same home. Mr. Caldwell was educated at the high school, a public school in his native town. He left school early, having, in the spring of 1834 (he not having reached his twelfth year), entered the counting room of a shipping merchant on one of the wharves of Newburyport; but, finding too much leisure uncongenial, in the fall of the same year he left his situation for one of greater activity in the employ of a mercantile firm, largely engaged in the West India and coastwise trade. He remained in that situation, which was one of considerable labor, for some two and a half years, when he accepted a situation as clerk in a bank just then going into business. There he remained, filling the position of clerk and bookkeeper, until February, 1841. On the 22d of that month he entered the counting-room of David S. Brown & Co., of this city. On June 1, 1848, he became associated with Benjamin T. Tredick, of the firm of David S. Brown & Co., and Samuel E. Stokes, of the firm of Thomas & Martin, and commenced the dry-goods commission business, as the firm of Tredick, Stokes & Co., which continued until Dec. 31, 1865, and was succeeded by the firm of Stokes, Caldwell & Co., which remained in business until Dec. 31, 1879, when the firm was dissolved by the death of Mr. Stokes. Of the six members comprising the firm at various times, he is the only survivor.

In March, 1875, Mr. Caldwell was elected president of the Fidelity Insurance, Trust and Safe Deposit Company, to succeed N. B. Browne, then lately deceased. He had been a director in the institution from its commencement, and for some years a vice-president. He is, and has been, a director in the First National Bank from the date of its organization. He was also a director for eight years in the Union League, and was for one year its secretary. In May, 1880, Mr. Caldwell was appointed by the United States Circuit Court one of the receivers of the Philadelphia and Reading Railroad Company and of the Philadelphia and Reading Coal and Iron Company. Mr. Caldwell married, May 29, 1845, Miss Frances R. F. Dodge, in Ipswich, Mass. He has two daughters, the younger of whom is the wife of Henry Markoe.

The second general bankrupt act was passed by Congress on March 2, 1867; the Fourth National Bank of Philadelphia closed its doors on Feb. 23, 1869, in consequence of the defalcation of one of its officers, but subsequently resumed business. In September a corner in gold was made which belongs to the financial history of the country, since it was the legitimate fruit of the then existing financial system. The Secretary of the Treasury interposed by a sale of gold, and put a stop to the proceedings of a clique of speculators. But "Black Friday" remains a noted period in the financial history of the country.

In the summer of 1873 the Granger agitation in the West frightened investors from railroad bonds, and crippled the enterprises which depended on the continuance of these investments for funds. The New York Warehouse and Security Company failed on September 8th, confidence became impaired, and a run on persons known to be burdened with railroad securities followed. September 18th Jay Cooke & Co. succumbed to their demands, and a panic followed from the effects of which the country did not recover for several years.

The Resumption Act was approved by President Grant on the 14th of January, 1875; the title was

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"An Act to Provide for the Resumption of Specie Payments." The premium on gold had declined from 42 in 1865 to 12 in 1875, and diminishing at the same rate, it would have disappeared in four years more. By the act, the coinage of silver was designed to replace the fractional currency. The charge of one-fifth of one per cent. for coining gold was abolished, so as to prevent the owners of gold bullion from sending it abroad, where no coinage charge was made. The restriction on the volume of bank-note currency to $354,000,000 was repealed, so that any person who desired might engage in the banking business, and all banks might issue as many notes as should be needed, provided only that such notes should be fully protected by securities deposited for that purpose with the Treasurer of the United States. The act furthermore declared that after the 1st of January, 1879, the Secretary of the Treasury shall redeem in coin the United States legal-tender notes then outstanding on presentation for redemption at the office of the Assistant Treasurer of the United States, in New York, in sums of not less than fifty dollars. To provide money for this purpose, the Secretary was authorized to use any surplus revenue not otherwise disposed of, and to sell at not less than par in coin United States notes bearing interest at the rate of five, four and one-half, or four per cent. In January, 1878, a year before the time set for redemption, the premium on gold had declined to a fraction over one per cent.; in March the quotations were a fraction below one per cent. The paper dollar had appreciated in three years from 89 cents to 99 and a fraction. The purchasing power of the currency was greatly diminished by the enormous issues during the war. But while property did not shrink after 1865, the dollar grew in purchasing power as its value increased.

The Resumption Act was the culmination of American finance, and perfected the National Banking Act, which revolutionized banking and currency all over the Union. Together they have restored national control and supervision, and provided a uniform currency to the whole Union.

The Guarantee Trust and Safe Deposit Company was organized Nov. 2, 1872. Its capital is $1,000,000, and its business includes the safe-keeping of valuables, renting of safes in its burglar-proof vaults, receiving of deposits of money at interest, the collection of interest or income, execution of all manner of trusts, management or settling of estates as executor, administrator, assignee, receiver, guardian, trustee, agent, or attorney, etc. It has erected, at Nos. 316, 318, and 320 Chestnut Street, a building that is claimed to be not only absolutely fire- and burglar-proof, but is also one of the finest architectural adornments of the principal thoroughfare of the city. The present administration consists of, President, Thomas Cochran; Vice-President, Edward C. Knight; Treasurer, John S. Brown; and Secretary, John Jay Gilroy.

Thomas Cochran, the president of this company, was born near Mercersburg, Franklin Co., Pa., on the 12th of April, 1832, both of his parents being of Scotch-Irish descent. The father died when his son was but little more than an infant, and the family removed shortly afterward to Harrisburg, and subsequently to Philadelphia. He received a thorough academic education, and then began the study of law, having chosen that profession. He was admitted to the bar of Philadelphia on the 2d of December, 1854, and opened an office in this city.

GUARANTEE TRUST AND SAFE DEPOSIT COMPANY.

Although early evincing a strong aptitude for the practice of law, his wide-reaching abilities and popularity were such that he was gradually brought into other relations, mainly of a public character, and he eventually abandoned the profession of his choice. He was chosen in October, 1861, a member of the Pennsylvania House of Representatives from the Seventh Legislative District of this city. By suc-

Thomas Cochran

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cessive re-elections he continued in this body until the close of 1865, his majority being increased at each election. During his term of service the American civil war was in progress, and many important questions were brought before the State Legislature bearing directly or indirectly on the great domestic struggle. In both Houses there were an unusual number of able men, who were called from private walks of life by the disturbed condition of the country, and who had already, or have since, attained high distinction in various spheres of public life. During all these years Mr. Cochran was an active member of the House, serving upon the most important standing committees, being, in 1865, chairman of the Committee of Ways and Means. He exerted a powerful influence in securing uninterrupted State aid for the Union cause, and advocated every measure looking toward the abolition of slavery. One of his most noteworthy acts relative to State legislation was upon the establishment throughout the commonwealth of home schools for the orphans of those dying in the service of the nation. Certain measures had been presented to the House of Representatives looking toward the establishing of such institutions, but, owing to differences of opinion as to details, defeat was certain. At this juncture Mr. Cochran presented as a substitute a bill drafted by him, the simple but effective provisions of which commended themselves to his colleagues, and it became a law, under which these charities have been established and incalculable good has been done.

In 1865 the city of Philadelphia was on the verge of financial embarrassment, occasioned by the large expenditures incident to the civil war and the small amount of revenue received from taxable property, mainly due to inequality in assessment. At this juncture the Board of Revision of Taxes was created by act of Assembly, and given power to assess and adjust the valuation of property, and to control all the details looking toward an equitable basis of taxation. By appointment of the judges of the city, Mr. Cochran was made a member of that board, with two associates. Under his able administration the entire tax system was remodeled, and the valuation of property returned at three times its former amount. No unjust discriminations were made, and the city, by obtaining its fair tax return on the valuations so adjusted, was lifted from its financial difficulties. This was not the work of an instant,—it required the steady and untiring labor of several years. And when Mr. Cochran resigned his position, at the close of 1876, he left to his city a tax system that is equal, if not superior, to that of any other municipality in our land. In the department of taxation in social science Mr. Cochran was regarded as an authority, and his treatises on the methods of valuation and local taxation are standard papers on the subject to-day, and are frequently quoted.

From the very inception of the Centennial Exhibition Mr. Cochran took an active part. He was selected by the stockholders as a member of the Centennial Board of Finance at their first meeting, and being continuously re-elected, served to the end. He was its vice-president, and chairman of the committee on grounds, plans, and buildings. In this last position he worked with his accustomed vigor and industry, and it is to him, as much as to any one, that Philadelphia's great exhibition owed its success. For three years previous to 1876 he gave it his entire service daily, on the ground or in its offices, personally directing all that pertained to his most important committee; for to him was entrusted every plan or theory for the location, arrangement, and supervision of the grounds and buildings and the supply of water, gas, etc., together with all the specifications and contracts for the buildings. So well did he perform his work that, in the face of many difficulties, the grounds and buildings were in readiness by the opening of the exhibition; and not only in readiness, but so perfectly and tastefully had every detail been arranged, that the Centennial city of the park was the admiration of the world for its completeness and yet compactness, as well as for the beauty of its arrangements.

On the 1st of June, 1877, Mr. Cochran entered upon his present position as president of the Guarantee Trust and Safe Deposit Company, which he has placed among the foremost of the financial institutions of the country. His financial and executive ability is sought after in other directions. He was selected by Councils as the citizens' representative on the Sinking Fund Commission, a body which controls the management of all the city loans. He is a director in the Philadelphia Saving Fund, North Pennsylvania Railroad, Pennsylvania Museum and School of Industrial Art, and the Union League, and is a member of the Board of Trade. In every sphere of usefulness, public and private, Mr. Cochran is a man of unquestioned integrity, varied ability, and vigorous industry.

The Union Trust Company acts as agent or executor, receives deposits of money, and assumes charge, under guarantee, of such valuable properties as may be intrusted to its vaults. It has a capital of $1,000,000, and was chartered Oct. 16, 1882, with W. C. Patterson as president, who has been succeeded by James Long. M. H. Stokes has been secretary and treasurer from the foundation of the company. The offices are at Nos. 611 and 613 Chestnut Street.

The Philadelphia Trust, Safe Deposit, and Insurance Company does a general trust company business, provides safes for the keeping of valuables, and receives money on deposit. It was incorporated April 15, 1869, with a capital of $500,000, which has since been increased to $1,000,000. In 1874 the company removed from its original office, in the Philadelphia Bank building, to a fine white marble structure which it erected at Nos. 413, 415, and 417 Chestnut Street.

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In 1884, J. L. Erringer is president and William L. Du Bois secretary and treasurer. A surplus of $600,000 attests the success of the company and its financial solidity.

PHILADELPHIA TRUST, SAFE DEPOSIT, AND INSURANCE COMPANY.
Nos. 413, 415, and 417 Chestnut Street.

Philadelphia Clearing - House Association.—Previous to the institution of a clearing-house in this city settlements between the various banks were made as follows: Each bank sent around with a clerk all the bank-notes in its possession issued by other banks, and all checks drawn on them, to the Girard Bank at half-past eight o'clock in the morning. The checks or notes on each particular bank were handed to its representative in a package or "book," as it was called, and memoranda were made showing the amount given and the amount received. Each bank was thus enabled to ascertain whether it was a debtor or a creditor. The clerks then departed to their own banks, but returned again at twelve o'clock to complete their settlements. Each one of the debtor banks handed over to its creditors due bills for the separate amounts of indebtedness, which were payable in gold upon presentation to the drawer. There was no manager to direct the operations, and consequently proceedings were carried on in considerable confusion.

This system of exchange, though immensely superior to the primitive system of presenting notes and checks at each separate bank for payment, was nevertheless clumsy compared with that which is in vogue at present. To New York belongs the honor of being the first to establish the present clearing-house system. Philadelphia was the next city to adopt it, the Philadelphia Clearing-House Association being organized on Jan. 25, 1858, with seventeen banks as members. The clearing-house was opened for business on the 22d of March, 1858, in the rooms in the Farmers' and Mechanics' National Bank which it still occupies. The condition of the banks constituting its membership was as follows:

Total capital	$11,300,915
" loans	21,020,198
" specie	5,661,782
" deposits	13,201,599
" circulation	2,296,444

During the first year the average daily amount of exchange was $2,991,939.90, and of balances $147,434.21.

In 1883 there were thirty banks (all national) holding membership in the association. State banks and private banks sent their checks to the various members to be cleared through them. A comparison of the condition of all banks members of the Clearing-House in 1883 with that of the members in 1858 will show how immensely the banking business has grown. In 1883 the united capital of the associated banks was $17,078.000; the loans, $76,814,658; lawful money, $20,894,699; deposits, $58,015,749; and circulation, $9,286,548. The average daily exchanges were $9,192,214.01, and the balances $789,167.37. The total exchanges during 1883 were $2,812,817,488.59, and the balances $241,485,216.40.

The ease, the precision, the safety, and the quickness with which settlements involving millions of dollars are made by banks with one another through the Clearing-House render it one of the marvels of the day. In Philadelphia there are two clearances daily, the first being known as the morning exchange, and the second as the runners' exchange. Preparation for the first commences at three o'clock in the afternoon of the day previous, when all the checks received by each bank during the course of the day against other banks in the city (except those checks coming in the early morning mail) are distributed, and placed in envelopes or packages, directed to the proper banks. These packages are well gummed and sealed with wax, and the amounts within are indorsed on the outside with ink or indelible pencil. In the morning the representatives of the banks assemble at the Clearing-House promptly at 8.30 o'clock, each bank sending two persons, a package clerk and a settling clerk. Precisely at that hour the package clerks begin to move in regular order before the desks at which the settling clerks are stationed, and as they pass, deliver to each of them the package containing checks against his bank. The settling clerk receipts for the amount on a slip held by the package clerk. When the de-

liveries are ended, each package clerk obtains an account of the amounts received by the bank which he represents, and then departs. All this portion of the operation is completed within ten minutes. The settling clerks remain with the manager, and see that the settlements have been completed without mistake, and if mistake exists, they work until enabled to strike a balance. They are generally through with their labors in half an hour from commencing. The proceedings are superintended by the manager. Debtor banks bring their payments to the Clearing-House before twelve o'clock, and settlement is made with the creditor banks at a later hour. Payments are made in gold certificates, legal-tender notes, or due bills. The Clearing-House Association receives on deposit such United States gold coin as any of the associated banks may choose to send to it for safe-keeping for Clearing-House purposes, and certificates in exchange are issued to any of the depositing banks in sums of $5000. These certificates are negotiable only among the Associated Banks, and are used in the payment of balances at the Clearing-House. Due bills are secured by collateral deposited in the following amounts: Banks with capitals of $800,000 and over, ten per cent.; banks with capitals of $500,000 and under $800,000, fourteen per cent., but the deposits in each case need not exceed $80,000; banks with capitals of over $250,000 and under $500,000, twenty per cent., but the deposits in each case need not exceed $70,000; and banks with capitals of or under $250,000, not less than $50,000.

The runners' exchange takes place precisely at 11.30 o'clock in the morning, and is confined to notes, acceptances, and checks payable on the day of the exchange, a large portion of the items being received through the morning mail. It is conducted in the same manner as the morning exchange.

The officers of the association are a president and a secretary, who are elected annually. The general management is intrusted to a committee of six, known as the Clearing-House Committee. The annual expenses are met by the assessment of dues as follows: Banks having capitals of less than $500,000, $100 each annually; banks having capitals of $500,000 or more, and less than $1,000,000, $200 each annually; and banks having capitals of $1,000,000 and upward, $300 each annually. Controversies among members of the Association are settled by a committee of arbitration.

The first president of the Clearing-House Association was Mr. J. B. Mitchell, President of Mechanics' National Bank, who retained the position until his death, in September, 1868, when he was succeeded by Joseph Patterson, the president of the Western National Bank, who is the present incumbent. George E. Arnold has been the manager since its opening for business.

The mention of the Clearing-House Association of Philadelphia naturally suggests the name of Joseph Patterson, who has been since 1869 its president and an active member of its executive committee, and who, by length of service, is the senior of the presidents of the banks of Philadelphia. Born and bred in this city, Mr. Patterson has been long and honorably connected with its financial history. In August, 1842, while still young in years, he retired from an active and successful mercantile business to accept the presidency of that financial institution which is now known as the Western National Bank. His administration of the trust committed to him had been in the highest and best sense successful. He entered upon the management of the bank when the country was slowly recovering from the disastrous panic of 1837. Under his faithful and intelligent direction that bank has made large gains in times of prosperity, and in periods of financial depression it has met with no serious losses, so that to-day, after having returned in dividends to its shareholders many times the amount of its capital, it holds intact its original capital and a large surplus. Nor should it fail to be mentioned that, when the bank was reorganized in November, 1864, under the provisions of the National Banking Act, in addition to a large semi-annual dividend which had been previously regularly paid, a dividend of *one hundred per cent.* was declared out of the profits accumulated during preceding years, and paid in cash to its shareholders.

Mr. Patterson, while recognizing as the primary duty of a bank-officer the conservation of that capital which is the property of the shareholders, and its employment in such manner as to yield the largest return to its owners, has, nevertheless, had the intelligence to see that it is impossible to dissociate the prosperity of banking institutions from that of the business community. Therefore it is that, in periods of commercial distress, his action in the management of the bank, whose chief executive he is, and in the administration by the Clearing-House Association of the combined resources of all the banks of Philadelphia, has been marked by a wise liberality in the extension of financial relief. Especially in the panic of 1873 did the banks of Philadelphia, by their prompt and courageous action, render to the city and to its great business interests, services that never have been fully appreciated; and a debt of public gratitude, which never has been and never will be paid, is due to those whose financial skill and courage averted a great calamity. The keenness of perception and breadth of view which has shown Mr. Patterson that his duty to the bank of which he is president can best be performed by directing his thought and his energies to the protection of general business interests against impending peril, led him in 1861 to render a signal service to the government of the United States. On the 15th of August of that year, at the request of Mr. Chase, the then Secretary of the Treasury, representatives of the banks of New York, Philadelphia, and Boston met the secretary in New York.

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It was a crisis in the history of the country. That magnificent outburst of national enthusiasm which followed the firing upon Sumter had spent its force. The defeat at Bull Run had dispirited the army, and disheartened the people. The daily expenditures of the government in the prosecution of the war exceeded $1,000,000, and to meet these large disbursements the estimated income of the government from all sources for the current fiscal year was less than $80,000,000, thus leaving nearly $300,000,000 to be supplied by loans. The money markets of Europe were closed to the government, and no loan, if offered to the people, would be taken save at ruinous rates of discount. When the secretary frankly put this alarming state of affairs before the assembled representatives of the banks of the three cities, it is not surprising that they hesitated to accede to his request to loan $50,000,000 in gold to the government. Then Mr. Patterson stepped forward, and, voicing that loyal sentiment of Philadelphia, which at all times in its history has supported the national authority, he reminded his associates, in a few earnest and well-chosen words, that the cause of the Union was their cause, that its interests were their interests, and that motives of patriotism and considerations of enlightened selfishness concurred in dictating that course of action upon their part, which would not only support the national credit, but also avert a financial disaster which must necessarily overwhelm the national government, the banks, and the commercial interests of the country in a common ruin.

As a result of Mr. Patterson's eloquent appeal the associated banks of the three cities loaned to the government, at par, $50,000,000 at that time, and later in the same year an additional $100,000,000. The effect of this timely action by the leading banks of the country cannot be overestimated. It furnished to the government the money required to meet the pressing demands of daily expenditure; it sustained the public credit; it reanimated popular confidence in the stability of the government; and it rendered possible that subsequent administration of the Treasury Department by which the means were provided for the suppression of the Rebellion.

The recognition and appreciation of Mr. Patterson's abilities have not been confined to his own city and State. From and after the meeting in New York, in 1861, Mr. Chase was accustomed to consult Mr. Patterson with regard to the fiscal policy of the government, and at various times other Secretaries of the Treasury, as well as committees of the Senate and House of Representatives, have benefited by his financial skill and experience. High and responsible public offices have also been pressed upon his acceptance, but, preferring the comparative independence of private life, he has never yielded to the solicitation. Nor has Mr. Patterson devoted all his time to business pursuits. He has been at various times connected with the public charities of his city, serving as a director of the public schools, and for many years as a manager of the House of Refuge. He has long been a director and is now vice-president of the Deaf and Dumb Asylum, a vice-president of the American Sunday-School Union, and a trustee of the Jefferson Medical College. Throughout the war he was the treasurer of that Christian Commission which, in its humane action in relieving sick and wounded soldiers from North and South alike, justified the name it bore, and through his hands passed the millions of dollars that were so generously given and liberally expended, and was also a member of the Board of Finance of the Centennial Exhibition.

In 1876, Mr. Patterson was appointed by the Governor of Pennsylvania one of a board of commissioners, to whom was intrusted the duty of erecting a hospital for the insane of the Southeastern District of Pennsylvania; and at the first meeting of the commission he was elected its president, and thenceforward, and until the commission had completed its work, devoted much thought and time to it. The commissioners served without compensation, and well and faithfully discharged their trust. They selected a tract of land within the borough of Norristown, combining every advantage in location, in convenience of access, and in topographical features; and upon that ground they erected, within the limits of the State's appropriation, those admirably-planned and appointed buildings, whose construction marks a new era in the treatment of the insane poor, and which will be an enduring record of the liberality of the people of Pennsylvania, and a monument to the commissioners' faithful fulfillment of the trust committed to them.

After more than forty years of continuous service as a bank-president, Mr. Patterson performs with unimpaired force and vigor the duties of his responsible office.

The Philadelphia Stock Exchange is the scene of transactions which involve annually a larger amount of money than those of any other institution in the city; and next to the similar organization in New York, it is the largest and most important in the country. Though the dealing in stocks is full of excitement, and at times the room of the Exchange is resonant with the frantic shouts of the "bulls" and "bears," yet the history of the institution itself is a quiet and uneventful one. It originated about the beginning of the century, and at first the meetings were held in one corner of a room at the old Merchants' Coffee-House, corner of Second and Gold Streets, which was at that time the place of resort for the business men of the city. In this limited space the small number of brokers met each day to deal in stocks, bills of exchange, and promissory notes. A removal was made to another room in the same building, and subsequently another change was made to the Merchants' Exchange, corner of Third and Walnut Streets. Various rooms in that building were occu-

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H. B. Patterson

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pied from time to time, until, in 1876, the Exchange took possession of its present quarters in the rear of the Girard National Bank.

Upon removing to the old Merchants' Coffee-House, a permanent organization was effected. The roll of membership at that time contained the following names: Matthew McConnell, James Glentworth, Clement Biddle, Andrew Summers, Jr., Thomas McEuen, George Eddy, William W. Biddle, Thomas Newman, James McCurrach, and Thomas Orr. Shortly after were added T. G. Laroche, Nicholas Arnous, James Musgrave, John Donaldson, Richard Hill Morris, Mark Prager, Thomas Greeves, Nalbro Frazier, Kearney Wharton, Israel Whelen, Norton Pryor, and George Taylor, Jr. In 1818, the roll contained eighteen names, which were as follows: Thomas Biddle, James Musgrave, Nicholas Arnous, William J. Bell, Thomas McEuen, Thomas Hale, William Davidson, William M. Walmsley, Samuel Nevins, James Nevins, George Rundle, Brittain White, Mark Prager, R. Hill Morris, George Taylor, Jr., Thomas Greeves, John Wharton, and A. M. Prevost.

The first president of the Exchange was Matthew McConnell. He was followed in succession by Capt. James Glentworth, Israel Whelen, John Donaldson, James Musgrave (who filled the chair for many years), William M. Walmsley, and William F. Emlen. After Mr. Emlen's time the presidents were chosen monthly, and each member was obliged to serve once in two years, or submit to a fine of twenty-five dollars. This rule remained in force until August, 1861, when George McCamblos was made president. He held the office until August, 1871, and was followed by Henry G. Gowen, who was succeeded on the 4th of March, 1878, by Abraham Barker. Mr. George Gilpin was elected president on March 4, 1881, and was succeeded in 1883 by Nicholas Brice, who gave way, in turn, in 1884, to Henry Connelly, the present incumbent.

At first the fee for admission was $30, but it was subsequently raised, successively, to $50, $250, $300, $400, $500, $1000, and $2000. In November, 1868, the funds having accumulated to such an extent as to be more than sufficient to cover its expenses, and the association having reached a degree of importance that made a membership valuable, it was decided to raise the price of admission to $5000, and to allow the sale of seats under certain restrictions. In 1881 the admission fee was advanced to $10,000.

The most important changes in the Exchange in fifteen years have been the establishment of a Clearing-House in August, 1870, which greatly facilitates the transaction of business; the formation of a gratuity fund in December, 1875; and the institution, in February, 1880, of a governing committee, which has the management of the Exchange.

The number of members at present is 230. An idea of the amount of business transacted may be gained from the fact that as many as 271,000 shares of stock have passed through the Clearing-House in one day, aggregating in value $7,816,000. In 1881 the number of shares passing through the Clearing-House was 23,873,500, representing a cash value of $1,207,516,600. There were, besides, transactions in bonds to a very large amount, and many sales of stock which were settled by members themselves without the aid of the Clearing-House.

The Clearing-House was instituted for the purpose of clearing such stocks as might be, from time to time, indicated by the governing committee. Members, however, have the right to receive their stock direct from the seller or deliver it direct to the buyer, if they prefer to do so.

Applicants for membership must be at least twenty-one years of age. The initiation fee for members admitted by election is $10,000, and for those admitted by purchase $250. Members have the right, if no unsettled claims from other members exist against them, of selling their memberships. The annual dues are $25 for each member.

Any member who fails to comply with his contracts, or who becomes insolvent, is required to notify the president or chairman of the Exchange of the fact, and such notice forthwith works his suspension unless he makes settlement in accordance with rules adopted by the Exchange. If failure is made to give the notice of insolvency, and no sufficient reason appear for the omission, the member is suspended. If a suspended member fails to settle with all his creditors within one year from the time of his suspension, his membership is sold, and the proceeds are paid *pro rata* to his creditors in the Exchange.

The minimum rates of commission charged by members are as follows: one-quarter of one per cent. on the par value of bonds and loans, excepting United States securities and gold, on which commission may be one-eighth of one per cent.; on bank shares, twenty-five cents a share; on all other shares selling at or over ten dollars, twelve and a half cents a share; selling at or over five, but under ten dollars, six and a quarter cents a share, and selling under five dollars, three and one-eighth cents a share. If any member transacts or offers to transact business for less than these rates, he is for the first offense fined one thousand dollars, and suspended at the pleasure of the governing committee; and for the second offense, upon conviction, his membership terminates and is disposed of.

Upon the death of a member the sum of $3000 is paid out of a gratuity fund to his heirs. To maintain this fund every member is required to pay the sum of $15 on admission to membership; on the 1st of December of each year, $15; and on the death of any member, $10.

Good order is enforced by means of very strict rules, and fines of more or less severity are inflicted for their violation, according as the gravity of the offense seems to demand.

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STATISTICAL HISTORY OF THE FINANCIAL

Name of Banks.	Began Business.	Incorporated.	First President.	First Cashier.	Original Capital.	Original Location.
Bank of North America	.....	Dec. 18, 1781.	Thomas Willing.	Tench Francis.	$400,000	Adjoining present site.
Centennial National Bank (U.S.D.).	.....	Organ. Nov. 26, 1876. Chart. Jan. 19, 1876.	E. A. Rollins.	H. M. Lutz.	Same as present.	Same as present, with formerly a branch at Centennial grounds.
Central National Bank	Feb. 1865.	Organized 1864.	G. M. Troutman.	Wm. H. Shawn.	750,000	Same as at present.
City National Bank	.....	Chart. as "City Bank" March 30, 1855.	A. M. Eastwick.	James M. Riley, to 1863.	500,000	Same site as at present.
Commercial National Bank	.....	Established Feb. 7, 1810. 1814.	Andrew Bayard.	J. Williams.	750,000 afterward raised to 1,000,000	About 3 doors below present location, and afterward on Market St., cor. Grindstone Alley
Commonwealth National Bank	.....	Nov. 5, 1857.	Robert Morris.	Henry Grambo.	.....	S. W. cor. Fourth and Chestnut Streets.
Consolidation National Bank [1]	.....	Started August, 1855.	Jas. V. Watson.	Jos. N. Piersol.	300,000	In the old Commissioners' Hall of the Northern Liberties, 3d St., below Green, until 1857.
Corn Exchange National Bank (U.S.D.).	.....	August, 1858.	Alex. G. Cattell.	John W. Torrey.	130,000	2d St., near Walnut.
Eighth National Bank	.....	1865.	Jacob Naylor.	B. H. Williams.	275,000	1017 N. Second Street.
Farmers' and Mechanics' National Bank.	.....	Chart. March 16, 1809. Organ'd Jan. 17, 1807.	Joseph Taggart.	Joseph Clay.	1,250,000	Same site as at present.
First National Bank (U.S.D.) [2]	July 11, 1863.	Jan. 10, 1863.	O. W. Davis.	Morton McMichael, Jr.	150,000	S. E. corner Third and Chestnut Streets.
Girard National Bank [3]	.....	April, 1832.	James Schott.	Wm. D. Lewis.	1,500,000	Same as present.
Kensington National Bank	.....	April 11, 1826. Rechart. Nov. 1, 1836.	John C. Browne.	Charles Keen.	Same as present.	969 Beach St., below Laurel.
Keystone National Bank	.....	1870.	L. Montgomery Bond.	Same as at present.	200,000	Same as at present.
Manufacturers' National Bank.	.....	1832 as the Manufacturers' and Mechanics' Bank.	Thos. H. Craige.	Solomon Dewey, succeeded by James Hunt.	300,000	N. W. cor. 2d & Green, then, in Jan. 1836, to N. W. cor. 3d & Vine.
Mechanics' National Bank [4]	.....	1814.	Thomas Parker.	Samuel Wilson.	510,100	Same site as at present.
Merchants' National Bank	.....	March 6, 1880.	Geo. H. Stuart.	Charles H. Bliss.	Same as present.	Same as present.
National Bank of Commerce	.....	Organized in 1832 as Moyamensing Bank.	Joseph Solms.	John Neal.	250,000 authorized 50,000 paid in.	S. E. corner Fifth and South Streets
National Bank of Germantown.	July, 1814.	Commissioned 1813.	Samuel Harvey.	J. F. Watson, author "Annals of Philadelphia."	55,000	Second house above School Lane, on Main Street.
National Bank of the Northern Liberties.	.....	Organ. June 13, 1814. Chart. March 21, 1814.	John Barclay.	David Mandeville.	200,000 paid in.	Vine, below Third St.
National Bank of the Republic.	May 22, 1866.	Organiz'd Dec. 5, 1865.	James B. Ferree.	E. F. Moody.	200,000	809 and 811 Chestnut Street.
National Security Bank	Jan. 8, 1871.	Dec. 15, 1870.	George Gelbach.	J. A. Lane, for about a year.	250,000	Same as present.
Penn National Bank [5]	.....	.....	Daniel H. Miller (a Democratic Congressman).	Jacob Frick.	250,000	Southwest corner of Sixth and Callowhill Streets.
Philadelphia National Bank [7]	.....	March 5, 1804.	Jac. Shoemaker.	James Todd.	1,000,000	S. W. corner of Fourth and Chestnut Sts.
Second National Bank	.....	Nov. 29, 1863.	B. Rowland, Jr.	Wm. H. Shawn.	100,000	Same as at present.
Seventh National Bank	.....	May, 1864.	Job Z. De Haven.	E. S. Hall.	Same as present.	216 Market Street.
Sixth National Bank	.....	1864.	Jas. W. Earley.	Robert B. Salter.	150,000	500 S. Second Street.
Southwark National Bank	Aug. 22, 1825.	Feb. 21, 1825.	S. Humphreys.	Jas. S. Smith, Jr.	250,000	Same site as at present.
Third National Bank	Feb. 23, 1864.	December, 1863.	David B. Paul.	Robert Glendenning.	100,000 then 200,000	On opposite corner.
Tradesmen's National Bank	.....	1846.	Chas. H. Rogers.	J. C. Wood.	150,000	S. E. cor. 2d and Spruce Sts., then in 1st story of Chamber of Commerce.
Union National Bank	.....	1858.	James Dunlap.	James Lesley.	300,000	Same as at present.
Western National Bank	.....	July 21, 1832.	Abraham Okie.	John P. Trevor.	500,000	314 Market Street (old style numbering), above 9th, south side.
Independence National Bank	Dec. 4, 1883.	Nov. 19, 1883.	Peter A. Keller.	Willard D. Moore.	Same as present.	Same as present.
Branch of National State Bank of Camden. [6]	.....	.....	.....	.....	.....	.....
Branch of First National Bank of Camden. [9]	.....	.....	.....	.....	.....	.....
State Banks and Savings Fund Societies, Trust and Safe Deposit Companies.						
Manayunk Bank	.....	Chart. June 14, 1871. Organ'd August, 1871.	Fred. R. Shelton.	Jno. J. Foulkrod.	100,000 subscribed. 50,000 paid in.	Same as present.

[1] So called because of the "consolidation" of the districts of the city about the time of its institution.

[2] First bank organized under the National Banking Act.

[3] Building erected for the first bank of the United States in 1796, and afterward, in 1812, was occupied by Stephen Girard as a bank.

Organized under articles of association, Jan. 26, 1810.

[5] Will move to 311-313 Chestnut Street in 1886.

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INSTITUTIONS OF PHILADELPHIA.

Made National Bank.	Present President.	Present Cashier.	Present Location.	Present Capital.	Present Surplus.	Undivided Profits, Oct. 1883.	Par Value of Stock.
December, 1864.	Thomas Smith.	John H. Watt.	307 Chestnut Street.	$1,000,000.00	$1,000,000.00	$260,528.19	$100
Jan. 19, 1876.	E. A. Rollins.	H. M. Lutz.	Thirty-second and Market Sts.	300,000.00	100,000.00	36,693.06	100
Latter part 1864.	Geo. M. Troutman.	Theodore Kitchen.	109 South Fourth Street.	750,000.00	860,000.00	146,029.30	100
Oct. 22, 1864.	John Baird.	G. Albert Lewis.	32 North Sixth Street.	400,000.00	400,000.00	47,209.25	.....
October, 1864.	James L. Claghorn.	Edwin P. Graham.	314 Chestnut Street.	810,000.00	221,000.00	53,563.00	.....
December, 1864.	R. N. Burroughs.	Effingham Perot.	Southwest corner of Fourth and Walnut Streets.	208,000.00	6,000.00	18,273.80	.....
Nov. 4, 1864.	James V. Watson.	William H. Webb.	329 North Third Street.	300,000.00	275,000.00	41,043.20	.....
October, 1864.	Dell Noblit.	H. P. Schetky.	Second and Chestnut Streets.	500,000.00	250,000.00	30,091.22	.....
.....	Jacob Naylor.	James A. Irwin.	Second St. and Girard Ave.	275,000.00	220,000.00	29,389.93	.....
Oct. 20, 1864.	Edwin M. Lewis.	Henry C. Stroup.	427 Chestnut Street.	2,000,000.00	500,000.00	82,409.81	.....
June 10, 1863.	George Phillier.	M. McMichael, Jr.	315 Chestnut Street.	1,000,000.00	500,000.00	194,200.38	.....
Nov. 28, 1864.	D. B. Cummins.	William L. Schaffer.	South Third St., near Chestnut.	1,000,000.00	750,000.00	217,622.77	.....
Oct. 20, 1864.	Washington I. Landell.	George A. Linton.	Girard and Frankford Avenues.	250,000.00	50,000.00	79,171.17	.....
Aug. 2, 1875.	John C. Lucas.	G. W. Marsh.	1326–1328 Chestnut Street.	200,000.00	60,000.00	28,869.23	.....
Oct. 24, 1864.	John W. Moffley.	M. W. Woodward.	27 North Third Street.	935,000.00	200,000.00	43,685.20	.....
December, 1864.	John Rommel, Jr.	Wm. Underdown.	24 South Third Street.	800,000.00	210,000.00	109,309.39	.....
March 6, 1880.	George H. Stuart.	Charles H. Biles.	108 South Fourth Street.	600,000.00	100,000.00	58,924.83	.....
Oct. 25, 1864.	P. C. Hollis.	John A. Lewis.	209 Chestnut Street.	250,000.00	80,000.00	19,599.29	.....
October, 1864.	W. Wynne Wister.	C. W. Otto.	4800 Germantown Avenue.	200,000.00	100,000.00	62,561.82	.....
Oct. 22, 1864.	William Gummere.	John Rapson.	Vine and Third Streets.	500,000.00	500,000.00	185,167.81	.....
December, 1865.	William H. Rhawn.	Joseph P. Mumford.	Removed to 318 Chestnut Street in 1875.[5]	500,000.00	250,000.00	48,107.03	.....
Dec. 15, 1870.	George Gelbach.	George W. Cox.	Seventh Street and Girard Ave.	250,000.00	50,000.00	22,161.19	.....
Oct. 24, 1864.	Gillies Dallett.	John D. Brown.	Removed in spring of 1884 to S. W. cor. of 7th and Market from cor. of Vine and 6th Sts.	500,000.00	100,000.00	77,010.91	.....
1864.	B. B. Comegys.	B. B. Comegys, Jr., *pro tempore.*	419 Chestnut Street.	1,500,000.00	750,000.00	278,615.69	.....
November, 1863.	Benjamin Rowland.	Charles W. Lee.	4434 Frankford Avenue.	280,000.00	60,000.00	21,952.00	.....
May, 1864.	L. D. Brown.	W. H. Heisler.	Market and Fourth Streets.	250,000.00	50,000.00	34,213.17	.....
1864.	Jonathan May.	Robert B. Salter.	Second and Pine Streets.	150,000.00	50,000.00	29,566.17	.....
Oct. 20, 1864.	Francis P. Steel.	Peter Lamb.	610 South Second Street.	250,000.00	135,303.08	35,777.26	.....
December, 1863.	David B. Paul.	Percy M. Lewis.	Southwest corner of Broad and Market Streets.	300,000.00	60,000.00	33,002.95	.....
November, 1864.	Charles H. Rogers.	John Castner.	113 South Third Street.	400,000.00	600,000.00	46,739.31	50
1864.	David Faust.	W. H. Carpenter.	Arch and Third Streets.	500,000.00	135,000.00	42,434.05	.....
Dec. 29, 1864.	Joseph Patterson.	C. N. Weygandt, vice-pres. and sec.	406 and 408 Chestnut Street.	400,000.00	150,000.00	62,949.99	.....
1883.	Peter A. Keller.	Willard D. Moore.	537 Chestnut, but will remove to south side Chestnut, below Fifth Street.	500,000.00	.....	.....	.....
.....	.....	Wilbur F. Rose, agent.	.....	.....	.....	.....	.....
.....	.....	Thomas Nekerwis, agent.	.....	.....	.....	.....	.....
.....	David Wallace.	John J. Foulkrod.	4371 Main Street, Manayunk.	50,000.00 paid in.	50%	.....	.....

[6] Chartered as Bank of Penn Township, December, 1827. First meeting of directors, May 12, 1828.

[7] Organized under articles of association, 1803.

[8] Has been established in Philadelphia since about 1812, first at 34 Church Street (old style of numbers), and now at 212 Church Street.

[9] Has been established in Philadelphia since about 1875 at 216 Market Street.

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STATISTICAL HISTORY OF THE FINANCIAL

Name of Banks.	Began Business.	Incorporated.	First President.	First Cashier.	Original Capital.	Original Location.
Merchants' Exchange Bank [1]	.....	Chart. May 19, 1871.	Rob't B. Sterling.	Henry C. Young.	$100,000	No. 915 Market St.
Peoples' Bank	.....	May 9, 1870.	Wm. H. Kemble.	Wm. H. Trevor.	100,000	411 Chestnut St.
Shackamaxon Bank	.....	1874.	William Bumm.	T. L. Huggard.	.....	1737 Frankford Ave.
Spring Garden Bank	.....	Organ. Nov. 21, 1870. April 27, 1870.	T. Kennedy, until Mar. 1, 1883.	Francis W. Kennedy.	50,000 paid in.	S. E. cor. Ridge Avenue and Spring Garden Street.
West Philadelphia Bank [3]	.....	April 1, 1869.	Dr. Isaac W. Hughes.	S. E. Neller.	50,000	N. E. corner 37th and Market Streets.
Fidelity Insurance, Trust, and Safe Deposit Company.	Sept. 1, 1866.	March 22, 1866.	Nathaniel B. Browne.	Rob't Patterson, treasurer and secretary.	250,000 paid in. 1,000,000 authorized	Philadelphia Bank building.
Girard Life Insurance, Annuity, and Trust Company.	.....	March 17, 1836.	Benjamin W. Richards.	John F. James, actuary.	300,000	Chestnut, between 5th and 6th, then at 633 Chestnut Street.
Guarantee Trust and Safe Deposit Company. [4]	.....	May 24, 1871.	Wm. H. Rhawn.	John M. Hazel.	500,000	S. E. corner Fifth and Chestnut Streets.
Northern Savings Fund, Safe Deposit, and Trust Company.	.....	Organized 1870. Chartered June, 1871.	Jno. H. Dohnert.	T. B. Butcher.	200,000	Same as present.
Pennsylvania Company for Insurance on Lives and Granting Annuities.	.....	Organized 1809. March 10, 1812.	Joseph Ball	Jac. Shoemaker, actuary.	500,000	Old Coffee-House, cor. 2d and Gold Streets.
Pennsylvania Safe Deposit and Trust Company. [5]	.....	April 3, 1872. Organ. Feb. 24, 1873.	Thos. Kennedy.	Francis W. Kennedy.	175,000 paid in. 500,000 authorized	S. E. cor Ridge Avenue and Spring Garden Street.
Philadelphia Trust, Safe Deposit, and Insurance Co.	.....	April 15, 1869.	Lewis R. Ashhurst.	R. P. McCullagh, sec. and treas.	500,000	Front of Philadelphia Bank building.
Provident Life and Trust Company. [6]	.....	March 22, 1865.	Samuel R. Shipley.	Rowland Parry, actuary.	150,000	111 S. Fourth Street.
Union Trust Company	.....	Oct. 16, 1882.	W. C. Patterson.	M. S. Stokes, sec. and treas.	Same as present.	Same as present.
Beneficial Savings Fund [10]	.....	April 20, 1853.	Charles A. Reppler.	M. A. Trenaye, treasurer.	Has no capital.	13th, near Chestnut St.
Columbian Bank [7]	.....	Started January, 1882, as the Columbian Loan Association and Savings Fund.	Charles Phillips.	Jno. W. Steward.	Same as present.	905 Walnut Street.
Savings Fund Society of Germantown.	May 24, 1854.	April 6, 1854.	.....	.....	No capital.	2d-story back-room of the Mutual Ins. Co't building, Germantown.
Philadelphia Saving Fund Society. [9] [10]	.....	Articles of association adopted Nov. 27, 1816. Feb. 25, 1819.	Andrew Bayard.	Geo. Billington, treas. and sec.	Has no capital. Is a benevolent institution	At office of George Billington, 20 S. 6th St., nearly opp. Minor Street.
Western Saving Fund Society [10]	.....	Chart. Feb. 8, 1847. Began business shortly after.	John Richardson.	Henry Hollingsworth, treas.	No capital.	North side Chestnut, between 10th and 11th Streets.

[1] First meeting of stockholders, Jan 23, 1874. Named the "Iron Bank." [2] Down-town Branch at Fourth and Chestnut Streets.

[3] Organized from the "West Philadelphia Mutual Savings Fund and Trust Company," which was chartered May 20, 1857, and April 19, 1859, with a capital of $5000, Albert S. Ashmead being president, and Robert Glendenning cashier.

[4] First meeting of stockholders, Nov. 8, 1872.

[5] Same officers as the Spring Garden Bank, of which it is an attachment, the charter of the bank not allowing it to act as a safe deposit.

CHAPTER LI.

INSURANCE IN PHILADELPHIA.

To trace the history of the insurance business in Philadelphia we must go back one hundred and sixty-three years, and in doing so we find that while its original department in America—that of marine risks—was first established here, this city was also the scene of the earliest efforts to introduce its other branches,—fire and life insurance. In not more than a quarter of a century after Philadelphia had sprung into being its enterprising merchants owned vessels that traded to foreign ports as well as along the American coast, and upon which policies of indemnity were sought. But there were at that time no insurers in the colonies, and the ship-owners were forced to be content with placing their risks with the private underwriters of London, whose guarantees were not always of the most reliable character, and transactions with whom involved a serious loss in time and trouble. Still, this slow and annoying system prevailed until 1721, when John Copson perceived that the merchants and traders would probably be glad to support an agency which would place them in immediate connection with facilities for insurance. He consequently announced in the *Pennsylvania Mercury* for May 25, 1721, that on the following Monday he would open an office "at his house in the High Street where all persons inclining to be assured may

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INSTITUTIONS OF PHILADELPHIA—(*Continued*).

Made National Bank.	Present President.	Present Cashier.	Present Location.	Present Capital.	Present Surplus.	Undivided Profits, Oct. 1883.	Par Value of Stock.
.....	Moro Phillips.	Thomas R. Ash.	131 South Third Street.	$100,000.00	.....	.....	.....
.....	Wm. H. Kemble.	William H. Trevor.	435 Chestnut Street.	150,000.00	60,000.00	.....	.....
.....	William Bumm.	Thos. L. Huggard.	Frankford Ave. and Norris St.	.....	.....	.....	.....
.....	F. W. Kennedy, since Mar. 1, 1883.	Henry H. Kennedy, since March, 1883.	Twelfth and Spring Garden Sts.[7]	250,000.00	20,000.00 and average deposits, 1,500,000.00	.....	.....
.....	Isaac W. Hughes.	Fleming Parke.	3938 Market Street.	64,600.00	.....	.....	.....
.....	Stephen A. Caldwell.	Robert Patterson, treas. and sec.	327–331 Chestnut Street.	2,000,000.00	1,000,000.00	.....	.....
.....	John B. Garrett, since May, 1883.	H. Tatnall, treasurer.	2020 Chestnut St., since 1879.	450,000.00	827,338.00 Dec. 1883.	.....	.....
.....	Thomas Cochran.	John S. Brown, treasurer.	316–320 Chestnut Street.	1,000,000.00	300,000.00	.....	.....
.....	William F. Snyder.	T. B. Butcher.	Sixth and Spring Garden Sts.	175,000.00 paid in.	22,393.98	.....	.....
.....	Lindley Smyth.	L. H. Steel, sec. and treas.	431 Chestnut Street.	2,000,000.00	1,200,000.00	.....	.....
.....	F. W. Kennedy.	Henry H. Kennedy.	Ridge Avenue and Spring Garden Street.	175,000.00	.....	.....	.....
.....	J. L. Erringer.	William L. Du Bois, sec. and treas.	413–417 Chestnut Street.	1,000,000.00	600,000.00	.....	.....
.....	Samuel R. Shipley.	Asa S. Wing, vice-pres. and actuary.	409 Chestnut Street.	1,000,000.00	640,000.00	.....	.....
.....	James Long.	Mahlon S. Stokes, sec. and treas.	611 and 613 Chestnut Street.	1,000,000.00	.....	.....	.....
.....	Francis J. Crilly.	Pat. Quinn, treas.	1200 Chestnut Street.	Has no capital.	.....	.....	.....
Became the Columbian Bank March 1, 1883.	Charles Phillips.	John W. Steward.	Girard Estate building, Chestnut Street, near Fifth.	1,000,000.00 authorized. 110,000.00 paid in.	.....	.....	$100
.....	T. Charlton Henry.	Charles A. Spiegel, treasurer.	4808 Germantown Avenue.[9]	Deposits Jan. 1, 1884, 1,439,825.13	.....	.....	.....
.....	Caleb Cope.	William Purves.	Walnut Street and Washington Square.	Deposits by January statement, 21,863,275.85	.....	.....	.....
.....	Frederick Fraley.	William B. Rogers, vice-president and treasurer.	1000 Walnut Street.	Deposits by Jan. statement, 1883, 5,200,000.00	.....	.....	.....

[6] Occupies a rather peculiar position, combining the functions of an insurance and trust company.

[7] Has a branch in Germantown, with assistant cashier. Charles Antle is cashier. Is the agent for the American Exchange in Europe.

[8] Will move during 1884 to a handsome granite edifice, corner of Main and School Streets.

[9] The oldest and first institution of its kind in the city.

[10] A benevolent institution, having no stockholders. The aim is to invest deposits for the purposes of the safety and profit of the depositors.

apply; and care shall be taken by the said J. Copson that the assurers or underwriters shall be persons of undoubted worth and reputation and of considerable integrity in this city and province." It seems that Copson's aim was the encouragement of underwriting in America; but, however commendable his purpose and however solid the security that he offered, he was so far from achieving success that for at least seventy years later marine insurances—"sea risques" they were then called—were effected abroad. The specifications and classes were almost as numerous and intricate as at the present day, but the business was upon a speculative basis, and the rates were calculated upon exceedingly narrow margins. Still, the system afforded some protection against the perils of the ocean, and the London underwriters added to their bank accounts many thousands of dollars received as premiums from the opulent and thrifty ship-owners and shipping merchants of Philadelphia.

In the middle of the last century the "Old Insurance Office," as it was called in 1758, was kept at the Coffee-House, where the clerks of the office, Kefeltas and Sharp, attended every day, from twelve to one in the day and six to eight in the evening. A rival office—the New York Insurance Office, with Anthony Van Dam for clerk—was established the same year, and a permanent office taken next door to the Coffee-House. This was the office patronized by the Walters, Crugers, Janneys, and other city capitalists. In 1778, when the destruction of vessels and

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convoys by the adventurous American privateers had greatly enhanced the risk of navigation, the "New Insurance Office" was opened at the Coffee-House. The mode in which the business was done is shown by an announcement of Cunningham & Wardrop, insurance brokers, who advertised, in 1779, that "they had opened a public insurance office, where policies are received and offered to the merchants and underwriters generally." Each underwriter subscribed his name for the sum he engaged. An interesting hand-book of the insurances of William Walton, in sums varying from £50 to £400, is still preserved. All these offices were for marine insurance.

Fire insurance was next to claim consideration. The Union Fire Company was established Dec. 7, 1736, when not a single building in the city or province was protected by a policy of insurance. On Feb. 18, 1752, there appeared in the *Pennsylvania Gazette* a notice that "all persons inclined to subscribe to the articles of insurance of houses from fire, in and near the city, are desired to appear at the court-house, where attendance will be given to take in their subscriptions every seventh day of the week, in the afternoon, until the 13th of April next, being the day appointed by said articles for electing twelve directors and a treasurer." The tenor of this notification indicates that articles of insurance had before been presented to the public attention, and that this meeting was the crystallization of the plan.[1]

Accordingly, on April 13, 1752, the subscribers convened at the court-house, and organized "The Philadelphia Contributionship for the Insurance of Houses from Loss by Fire," which was the first fire insurance company in America. The Lieutenant-Governor of the province, James Hamilton, was the first who subscribed, and the first private name is that of Benjamin Franklin. Twelve directors were elected, —Benjamin Franklin, William Coleman, Philip Syng, Samuel Rhoads, Hugh Roberts, Israel Pemberton, Jr., John Mifflin, Joseph Norris, Joseph Fox, Jonathan Zane, William Griffitts, and Amos Strettell. John Smith was chosen treasurer, and it has been recently proved by papers in the possession of his grandson, John Jay Smith, that the prominency or leading interest in the concern is to be attributed to him. The insurance on his two houses on King [Water] Street was the first business transacted by the company. The plan was that of mutual assurance, and the members were denominated contributors. Policies were issued for a term of seven years upon the payment of a deposit, the interest of which, during the continuance of the policy, belonged to the company. In 1768 it adopted as a seal the "Hand in Hand," a badge or mark that was also placed on every property insured, that all contributors would be encouraged to save it from destruction by fire.[2] At the end of the first year the sum insured under its policies was $108,360, and the deposit premiums amounted to $1291.63. At the end of the first ten years the sum insured was but $67,773, and deposits only $982.29. The war of the Revolution somewhat embarrassed its operations, but did not seriously affect its financial standing, as at that day, as at the present, its investments were chiefly in mortgages. The old scheme of management proved a failure about that time, and under later modifications the existing principles are: Policy now perpetual to determine by mutual consent; no personal liability beyond deposit; profit and loss principle expunged.

The progress of the old company has ever been a pleasant and prosperous one, and what Director Binney said of it at its centennial, in 1852, is true in 1884: "There never was a period when a loss of any extent disturbed the finances of the company."

James Somers Smith is now the secretary and treasurer, and Charles Willing is chairman of the board of directors. The offices of the company are at No. 212 South Fourth Street.

As Philadelphia was the first city in the colonies to adopt a system of indemnity for loss by fire, so it was the first to establish a scheme of life insurance. In 1759 a charter was granted on the petition of the Synod of Philadelphia by the proprietary government to "The Corporation for the Relief of Poor and Distressed Presbyterian Ministers, and of the Poor and Distressed Widows and Children of Presbyterian Ministers." Easy and certain means were to be presented to the clergy of the church for making provision for themselves in old age, or for their families in the event of their decease, by the payment of advances, in consideration of which the company entered into a contract with the individual for the payment of a stipulated amount to his heirs at his death, or to himself in his declining years. In 1875 the name of the corporation was changed to that of "The Presbyterian Annuity and Life Insurance Company." It is the oldest organization for life insurance in the United States, and up to this time is conducted in pursuance of the objects for which it was founded.

Very similar in its form and scope was the "Corporation for the Relief of the Widows and Children of Clergymen of the Communion of the Church of England in America," which was established under a

[1] At the centennial meeting, on April 12, 1852, of the Philadelphia Contributionship Company, Horace Binney delivered an address, in which he said of the manner of formation, that it was very simple and direct. Two or three persons of activity, no doubt, and of sufficient esteem in the city, caused to be prepared the articles of association and agreement creating the company, and declaring the terms and conditions upon which they would insure the houses and buildings of each other, in and near the city of Philadelphia, against loss by fire, and the extent and limitation of the liability of the association for the loss. These articles of agreement they called a deed of settlement, and it was to be signed at first by all who were willing to insure with the company, and after the first election of directors and treasurer, who were to be chosen annually for the government of the company, by all who should in fact insure with them."

[2] In this special mark, as in its general scheme of organization, the company was patterned upon the "Amicable Contributionship and Hand-in-Hand Fire Office," of London.

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proprietary charter of Feb. 7, 1769. It was also chartered in New York and New Jersey. In 1797 the Legislature of Pennsylvania authorized a division of the aggregate funds among the three States, and the members of the Philadelphia branch then organized as the institution which still continues under the title of "The Corporation for the Relief of the Widows and Children of the Clergymen in the Communion of the Protestant Episcopal Church in the Commonwealth of Pennsylvania." Dr. Franklin framed the rates for the company when it was founded. It is not now in existence.

The Contributionship was the only fire insurance company in existence in Philadelphia up to 1783, but in that year it was directly the cause of the birth of a rival. A house belonging to one of the members caught fire from a burning shade-tree, and the officers thereupon resolved that they would demand an additional premium on all buildings in contiguity to inflammable trees. As a hundred years ago the streets of Philadelphia were lined with trees, and many houses were surrounded with groves, this was quite a serious matter. The dissenting members settled the question for themselves by seceding from the Contributionship and organizing the Mutual Assurance Company for the Insurance of Houses from Loss of Fire. By adopting the "Green Tree" as its badge the company signified its origin. Its policies were issued for a period of seven years, but on Aug. 12, 1801, they were made perpetual, and it now confines itself to this class of business.

It has in assets $1,500,000 of good securities, and is carrying over $10,000,000 of insurance. Its office is at 526 Walnut Street, and the president is Samuel Welsh.

The Insurance Company of North America comes next in the chronological order, and may be said to have had its origin in the meeting at the State-House, on Nov. 3, 1792, of citizens who had subscribed to a project to be known as the "Universal Tontine," on the plan of securing funds for various purposes that was then so prevalent in Europe. After some discussion the members decided to employ the inchoate capital in such a manner as would be most feasible and advantageous to the subscribers, and they appointed a committee to settle upon what might best be done. On November 12th the committee made its report that the Tontine enterprise should be abandoned, and that in view of the necessity of a corporation to effect marine insurances, a society should be instituted to be called the "Insurance Company of North America," with a capital stock of $600,000. The intention was that the company should take very much heavier risks than those accepted by the Philadelphia underwriters, who would enter into no higher engagement than £200 on any vessel, which was entirely too small to meet the demands of the commerce of the port. On December 10th the stockholders met again, and chose a board of directors, with J. Maxwell Nesbitt as president and Ebenezer Hazard as secretary. Application was made for an act of incorporation, which was not granted until April 14, 1794. This was the first joint-stock company created in the New World, and is the historical office of the land. In 1798 it wrote nearly the entire marine business of the country, its premium receipts being nearly $1,500,000. Chartered to do all sorts of insurance business, it has confined itself to fire and marine, in which its success has been pre-eminent. In its ninety years the company has received over $60,000,000 in premiums, has paid about $7,000,000 in dividends, and nearly $50,000,000 in losses. Its total income last year reached the great sum of $4,279,935.01, and the expenditures $3,415,925.57, leaving a balance of $864,009.44, of which $630,000 was paid out in dividends and the tax thereon, while the remainder, $234,009.44, was added to the company's handsome surplus. Its present capital stock is $3,000,000, and its aggregated business is about $240,000,000 of outstanding insurance. A few years ago it erected for its own uses the stately and massive building at No. 232 Walnut Street.[1]

Of almost equal antiquity with the North America is the Insurance Company of the State of Pennsylvania, which obtained its charter April 18, 1794, for fire, life, and marine insurance, and on October 6th, Mordecai Lewis, Francis Gurney, William Smith, Archibald McCall, Joseph Anthony, John G. Wachsmuth, Thomas Fitzsimons, Jesse Waln, James Yard, Thomas M. Willing, Miers Fisher, and James Cox were elected as the first board of directors. Mr. Lewis was chosen president, and the office was opened at No. 137 South Front Street. The capital was $500,000, which in 1841 was reduced to $200,000. On Jan. 1, 1884, its assets were $699,016; surplus, $417,-433; and it had paid in losses $14,164,495. The offices are in the Exchange building, and Henry D. Sherrerd is president.

Mutual marine insurance was inaugurated with the incorporation of the "Union Mutual Insurance Company," in 1804, with a capital of $500,000. International maritime troubles caused the marine offices of the city to secure themselves against the precipi-

[1] Barring out of the question the annuities granted by the Presbyterian and Episcopal societies already mentioned, it appears that this company issued the first life policy in the United States, which bore date of May 21, 1796, for the term from the 6th of June to the 19th of September, inclusive, on the life of John Holker for $24,000, at one and a half per cent. The same day $5000 was insured "on the life of Don Albert Brion De Beaumes, about to sail for India, at ten per cent." On the 27th of September following $8000 was effected "on the life of Col. Toussard for one year at eight per cent., with permission for him to go and remain in the West Indies for that period." In reply to some queries from Mr. Henry Remsen, on behalf of the Manhattan Company, as to the mode of conducting the insurance business in its different branches by the North America, dated New York, Nov. 20, 1798, Ebenezer Hazard, the secretary, answers his query on the life branch as follows: "There have been but few instances of this kind,—perhaps half a dozen,—in each of which we have gained the premium."

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tate abandonment of vessels to them, and in 1807 they agreed that their policies should provide against abandonment until sixty days after advice received, in cases of capture or detention, unless the property should be sooner condemned; and in cases of embargo, until after four calendar months; and against any abandonment on account of seizure or detention in port under French decrees, or on account of the port of detention being blockaded. The "Union" passed safely through all these complications. One of its incorporators was Stephen Girard, and associated with him were some of the most noted citizens of Philadelphia eighty years ago. They held their first meeting at the old Coffee-House, at the corner of Front and Market Streets. Since 1865 the company has been transacting a general marine and fire insurance business, and has increased its capital to $1,000,000. Some years ago it fixed its offices at the southwest corner of Third and Walnut Streets. Colson Hieskell is president, who, in January, 1881, succeeded the late Richard Somers Smith, who had served since his election to the position in 1887.

Mr. Smith was born in Lombard Street, between Second and Third Streets, in the city of Philadelphia, on Aug. 16, 1789. He was the son of Daniel Smith, and grandson of Richard Smith, of Cape May County, N. J.

His father, Daniel Smith, removed early in life to Philadelphia, and entered the store of Francis Gurney, doing business (at the "Drawbridge") with the West Indies. He afterwards served with conspicuous gallantry in the Revolutionary war. As lieutenant of marines he assisted in the capture of a British transport with three hundred troops, and brought vessel and troops a prize to port. A sword surrendered to him by the commanding officer of the captured vessel still remains in the family. He was on his next voyage captured by a British frigate, and confined for nine months in the hold of a prison-ship at Providence, R. I., suffering privations which cost more than half of his fellow-prisoners their lives, and which left him almost helpless for a long time after his release. He afterward served for two years in a regiment commanded by his old friend, Gen. Francis Gurney.

In October, 1780, he married Elizabeth Shute, daughter of William Shute, whose brother, Atwood Shute, was mayor of the city of Philadelphia during the years 1756 and 1757.

Daniel and Elizabeth Shute Smith had thirteen children, seven of whom survived them, the eldest of these, James S. Smith, dying at the age of eighty, Francis Gurney at the age of eighty-nine, William S. at eighty, and their sister, Mrs. Poulson, at seventy-six. Richard S. Smith, the subject of this memoir, died Feb. 28, 1884, aged ninety-four years and six months, leaving two surviving brothers,—Daniel Smith, in his ninety-fourth year, and Charles S., over eighty-five. All of these brothers celebrated their golden weddings, and all resided in Philadelphia from their youth.

Richard S. Smith, after graduating from the Philadelphia Academy, under the charge of Rev. Dr. Abercrombie, in 1804, entered the counting-house of Messrs. Pratt & Kintzing, large ship-owners and commission merchants, with whom he remained until the year 1810. At that time, when not yet twenty-one years of age, he was selected supercargo of the ship "Eclipse," sailing from Philadelphia for "port or ports" in the Baltic. For this position he was proposed by Messrs. Pratt & Kintzing, who parted with him with the warmest testimonials of regard, and who recommended him to the owners as entirely competent to take charge of their property and interests at a time when to reach his destination required the utmost diligence and good judgment.

To avoid capture by the Danes, then at war with England, and who did not hesitate to capture all American vessels they fell in with, he passed round the north of Scotland and reached the convoy of the English fleet and port in safety. He was obliged, however, to discharge and store his cargo, awaiting for a market, and reloading his ship with iron at Gottenburg, sent her on her return voyage for Philadelphia. While thus detained at Gottenburg, he was chosen to act as the American consul, and while so acting, by his constant vigilance in anticipation of what he believed must occur, was the first person in Europe to hear of the declaration of war between England and the United States in 1812. This information was brought by a pilot-boat, sent from New York by Messrs. Minturn & Champlin, of that city, with the important intelligence. Mr. Smith, being apprised of the arrival of such a vessel at quarantine, suspected her errand, and, after much persuasion, prevailed upon the captain not to deliver his letters until he should have time to advise the American ministers at St. Petersburg, Copenhagen, and Stockholm, and to warn all American vessels in the Baltic, then under British consort, to seek protection in Swedish ports. Some thirty-five sail of American vessels were thus saved from capture, while some fifteen others, disregarding the warning given, were captured and taken to British ports.

On his return to Philadelphia in 1813, he married Miss Eliza Beach, daughter of John Beach, of Gloucester, Mass., then visiting at the house of his father's friend, Gen. Gurney. This union existed for fifty-eight years, Mrs. Smith dying in March, 1871, in the eighty-first year of her age.

Mr. Smith was largely engaged in commercial pursuits, part of the time with his brother Daniel and Mr. Joshua Haven, under the firm-title of Haven & Smith, and, after the death of Mr. Joshua Haven, with his brother, Thomas Haven. The commercial crisis of 1834 caused the suspension of this firm, and Mr. Smith retired to a small farm at Rockdale, Delaware Co.

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Richd S. Smith

Aged 95

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In the year 1824 he became the agent of a Boston Marine Insurance Company, the first agency of a non-State company opened in Philadelphia, and afterward was the first representative of a foreign insurance company to enter the State after the legal exclusion of 1810 as to foreign companies and the prohibitory tax of 1829 on all non-State insurance companies. In June, 1837, at the suggestion of his old employer, Henry Smith, he was elected president of the Union Insurance Company, of which company he had long been a director. Here he continued, carrying the company successfully through many trials and reverses, until January, 1881, when, on account of accumulated years, being then ninety-two years old, he resigned, to be elected a director and emeritus president, which position he held at the time of his death.

In the year 1851 he was appointed agent of the Liverpool and London (now the Liverpool and London, and Globe) Insurance Company, acting as such until 1861, when he was succeeded by his son, Atwood Smith.

He was chosen by Mr. Henry Pratt as one of the executors and trustees of his large estate, which position he held at the time of his death.

Mr. Smith was an earnest and active member of the Protestant Episcopal Church, and for many years a member of the standing committee of the diocese.

In commemoration of the many acts of kindness conferred by him upon natives of Sweden resident in this country, King Oscar decorated him with the order of Knight Commander of the Order of Wasa, under date of May 16, 1880.

Mr. Smith is buried in the grounds attached to Calvary Episcopal Church, Rockdale, a parish created and largely sustained by the efforts of himself and his two daughters, who survive him.

In 1810 the colored people of Philadelphia opened an insurance office at the old number of 159 Lombard Street, under the title of the African Insurance Company of Philadelphia, and with a capital of $5000, in fifty-dollar shares. The first president was Joseph Randolph; Cyrus Porter was treasurer and William Coleman secretary. There are good grounds for the belief that this was the first attempt of persons of color to establish an insurance company in this country; but it was probably a voluntary association, not incorporated, and must have proved a failure.

The American Fire Insurance Company, organized Feb. 28, 1810, was the first joint-stock fire insurance company in the United States. Its first president was Capt. William Jones, a distinguished naval officer, and afterwards Secretary of the Navy under President Madison. Edward Fox and his friends were the active persons in organizing the association, and he was its secretary until the time of his death, which occurred in 1822. He was an uncle of John Sergeant, who was a director of the company until his death, in 1850. There have been nine presidents, as follows:

Capt. William Jones, from March 3, 1810, to Feb. 9, 1813.
Guy Bryan, from Feb. 9, 1813, to May 2, 1815.
James Vanuxem, from May 2, 1815, to May, 1817.
Charles Price, from May 6, 1817, to Dec. 20, 1824.
Joseph Reed, from Dec. 20, 1824, to June 17, 1829.
William Davidson, from June 17, 1829, to Oct. 27, 1847.
Samuel C. Morton, from Oct. 27, 1847, to May 13, 1857.
George Abbott, from May 13, 1857, to January, 1860.
Thomas Ross Marts was elected on the 11th of January, 1860, and now holds that position.

The American was the earliest corporation of its kind to establish an agency business, which it did in the year of its organization. Its original capital was $500,000, which was reduced in 1847 to $277,500, because of the heavy losses it had sustained, the surplus then being but $2538. It lost $103,942 by the great Philadelphia fire of July 9, 1850, and $457,801 by the Boston fire of 1872, but all its risks were promptly paid, and the capital is now fixed at $400,000, while the assets are nearly $1,090,000. Thomas H. Montgomery is now president, and the offices are at No. 308 and 310 Walnut Street.

For more than a half-century after the establishment of home insurance companies there was no general legislation by the commonwealth regarding them, but it was recognized that the functions and limitations of so rapidly extending an interest should be legally defined. The earliest legislation on the subject is the act of March 10, 1810, by which foreigners were forbidden to issue any contract of insurance in Pennsylvania, and all such policies were declared void. Any person acting as agent for a foreign company was subject to a penalty of $5000, and the citizen who became a party to such insurance was fined $500. The penalties were, however, not to be extended to any case of marine insurance made in a foreign country by the agents of American merchants, nor did the statute prevent any foreigner, unless he were an alien enemy, from insuring his property in the State. In this legislation is evident the spirit of retaliation for the aggressions of England and other European powers, and it was further manifested by clauses in acts of incorporation limiting the privileges of holding stock to American citizens. Up to the year 1812 no public life insurance office existed, and the only species of life assurance known in the United States was the relief and annuities granted by the Presbyterian and Episcopal corporations, and the few policies issued by the Insurance Company of North America. But on March 10, 1812, the Pennsylvania Company for Insurance of Lives and Granting Annuities was incorporated, with a capital of $500,000, and the earliest life contracts were made in the following year. The annuities have long constituted the most important part of the company's operations, and a few years ago it entirely discontinued the issuing of life policies. At this time the war with England had begun, and the marine underwriters were moving very cautiously in order to weather the storm. One instance of their extreme prudence was their refusal to accept at less than sev-

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enty-five per cent. a risk upon one of Thomas P. Cope's ships, the "Lancaster," homeward bound from China at the opening of hostilities. Mr. Cope refused to pay such an exorbitant demand, and his ship came safely into port without having seen a British cruiser during the long voyage.

There were in 1813 but three offices doing a fire business exclusively, four marine offices, and one life office,—a total of eight in Philadelphia,—but in the twelve years following six more were organized, of which only the Fire Association and the Pennsylvania Fire Insurance Company are now in existence. Those that have passed away are the United States, Marine, Philadelphia, and Phœnix Mutual. The Fire Association of Philadelphia commenced business in 1820, and is a standard, stalwart, and wealthy corporation.

The Pennsylvania Fire Insurance Company was organized in 1825 by a number of leading citizens, who selected R. A. Caldcleugh as first president and Jonathan Smith the first secretary. The capital stock was placed at $100,000, and the first board of directors comprised Paul Beck, Jr., David Carrey, John H. Stephenson, Henry Toland, John R. Neff, and William Boyd. The first president, Mr. Caldcleugh, served up to 1835; then Jonathan Smith, to 1839; next, Quintin Campbell from 1839 to 1853, when he resigned, and was succeeded by Jonathan Patterson, who died in 1865. Daniel Smith was the next executive, until 1873, when he resigned, and was succeeded by Mr. Devereux, the present president. Mr. Smith is still living, at the age of ninety-four. In 1863 the capital was increased to $400,000, at which figure it now remains, and the assets have increased to nearly $2,500,000. For many years John Devereux has been president. The offices are at No. 510 Walnut Street.

The Franklin Fire Insurance Company has a most interesting history. Chartered in 1829, its capital stock of $400,000 was all subscribed on the first day by some of the most noted men in Philadelphia. The first president was Richard Willing, who has been succeeded in that office by Clement C. Biddle, Henry C. Carey, Charles N. Bancker, Alfred G. Baker, and James W. McAllister. The commissioners for receiving subscriptions were Charles Graff, Benjamin W. Richards, John K. Kane, Robert Toland, Levi Ellmaker, Robert Taylor, James Schott, Peter Hertzog, Thomas Carr, Charles N. Bancker, and Robert O'Neil, and the books were opened May 13th at the house of Daniel Rubicam, No. 20 South Sixth Street. Business was commenced in one of Stephen Girard's houses on Chestnut Street. In 1844 an adjoining building was taken in, and in 1873 the company removed to its present location, at No. 421 Walnut Street. Perpetual insurance has always been one of its plans, and since 1831 it has never passed a dividend. It has met some immense losses, including $635,429 in the Chicago fire, $451,500 in Boston, and $294,855 in St. Louis, but the risks were settled without delay or litigation. It is the parent of the agency system of fire companies, having established the first agency at Lexington, Ky., in 1831. At the semi-centennial anniversary of its foundation, held in 1879, Hon. George W. Biddle remarked,—

"No company can, in the course of a half-century, have reached the magnificent financial results which now exist without having conducted its affairs upon the sound basis of justice to its customers and good sense and liberality in the administration of its business. These results are not chance. Chance may be for a year, or a half-dozen years, but for half a century of uninterrupted prosperity, which shows itself in the average of dividends of twenty per cent., it is impossible that it can repose upon any other basis than the basis of eternal truth in the administration of human affairs. Dividends beginning a year or two after the inauguration of the company and ending with quarterly dividends of eight per cent., or thirty-two per cent. per annum, are the product of no chance. It is, therefore, justice to the customers, justice to the stockholders."

The Fire Insurance Company of the County of Philadelphia was chartered May 3, 1832. A supplement to the charter changing the day for annual meetings of stockholders was passed April 15, 1834, and a further supplement repealing the section of the charter which required the location of the company to be north of Vine Street, and also permitting the election of a vice-president, was passed the 2d of March, 1863.

The first meeting of the directors was held at the house of John Dungan, corner of Third and Wood Streets, on Saturday evening, Feb. 9, 1853, when the certificate was received from the judges of election certifying that Augustus Stevenson, Thomas H. Craige, Samuel Williams, Charles Elliot, Robert V. Massey, Joseph Reakirt, Samuel Heintzelman, Samuel Bonnell, Osmon Reed, and Benjamin E. Carpenter were duly elected directors to serve the ensuing year.

On motion the board proceeded to an election for president, when Augustus Stevenson was unanimously elected, and at the same meeting Jacob F. Hoeckley was elected secretary.

At a meeting held at the house of John Dungan, Feb. 23, 1833, the committee on location reported that they had secured the premises No. 248 North Third Street (present number, 432), between Callowhill and Willow, and were then authorized to purchase the same for the use of the company.

By a provision of section 32 of the charter, the company was permitted to effect insurance and issue policies when $100,000 of the capital stock was actually paid in by the stockholders. The capital authorized by the charter was $200,000, subscribed in 2000 shares of $100 each, with permission to increase it to any sum not exceeding 4000 shares of $100 each, or $400,000, "if the holders of two-thirds of the stock shall at any of their meetings so order." At the meeting held March 8, 1833, $50 having been paid in on each share, the company began business agreeably to their charter.

Mr. Augustus Stevenson continued serving as president until the 24th of January, 1851, when Mr. Charles J. Sutter was unanimously elected in his stead. The directors at that time elected were Au-

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gustus Stevenson, Robert V. Massey, Joseph Reakirt, Samuel Bonnell, Osmon Reed, M. M. Gill, Henry Crilley, Charles J. Sutter, John Horn, and Frederick Klett.

Mr. Sutter served continuously as president from Jan. 24, 1851, until Feb. 1, 1872, when he resigned, and was succeeded by the present president, James N. Stone.

Mr. Jacob F. Hoeckley served as secretary from Feb. 9, 1833, until his death, Jan. 6, 1854, when he was succeeded by his brother, Benjamin F. Hoeckley, who served continuously until Feb. 15, 1878, when John Welsh Dulles was elected in his place, and is at present secretary and treasurer.

The present directors are Messrs. James N. Stone, Andrew H. Miller, Edwin L. Reakirt, Robert V. Massey, Jr., Philip H. Horn, Jacob Naylor, Alexander M. Fox, J. Howard Mecke, Gillies Dallett, and Jacob Grim. The officers are James N. Stone, president; Jacob Naylor, vice-president; John Welsh Dulles, secretary and treasurer.

At a special meeting of the board, held March 26, 1883, it was resolved to increase the capital stock to its chartered limit, viz., $400,000. This being acceded to by the stockholders, it was agreed to make the payments in three instalments, viz., July 5 and Oct. 5, 1883, and Jan. 5, 1884. As the payment of each instalment had been anticipated, the company started Jan. 1, 1884, with a full-paid capital of $400,000 and assets of over $635,000.

Until the year 1881 the company confined itself to strictly Philadelphia risks, but after that date the directors resolved to do a general agency business, which has thus far been greatly to their advantage.

The Spring Garden Fire Insurance Company was organized in 1835 by practical and conservative business men, and has mainly confined its operations to this city. Its capital is $400,000, on which for many years past it has declared dividends averaging sixteen per cent. For losses by fire it has paid out about $1,750,000.

The Delaware Mutual Safety Insurance Company was originally chartered in 1835 as the Delaware County Insurance Company, its offices being in that county, and the risks limited to the property of its citizens. On March 17, 1843, a supplementary act was secured, authorizing removal to Philadelphia, and changing the title to its present form. In 1853 the company built a handsome brown stone edifice at the southeast corner of Walnut and Third Streets, where it still has its headquarters, and issues fire, marine, and inland transportation policies. Its authorized capital is $500,000, of which $360,000 has been paid up.

In 1836 the Girard Life Insurance, Annuity, and Trust Company, which has a capital of $450,000, was organized with eighteen corporators, of whom Thomas Ridgway, its late president, is the sole survivor. It has had but three presidents, the first being Benjamin W. Richards, the second Thomas Ridgway, and the third John B. Garrett, the present incumbent. In 1860 the company gave up the business of life insurance, and has since confined itself to the receiving of deposits and execution of trusts.

It will be seen that in the year 1839 fifteen insurance corporations that are now in business had been chartered. They were the strong ones, while the weak and badly-managed concerns, of which there were many, have been forced to the wall, and left no trace behind them except the financial damage inflicted upon owners of stock and holders of policies. The solvent companies were hard hit in 1839 by a fire which, on October 4th, destroyed fifty-two buildings, and involved a loss of half a million dollars of Philadelphia capital invested in fire insurance, the law of 1810 excluding foreign agencies from the State being still in force. Still worse fortune was visited upon the marine companies during the succeeding four years. There were more of them than the then restricted commerce of the port required, and the result was that in their competition for engagements the rates were ruthlessly slaughtered, and were reduced to figures which forbade the idea of profit. Some of the offices sacrificed a considerable proportion of their capital, and quite a number wound up their affairs. In order to recover from these calamities, and to establish uniform and remunerative rates, the Philadelphia Board of Marine Underwriters was organized July 3, 1844. Its five committees, as then established, were charged with the duties of fixing a tariff of risks and premiums, preparing a form of policy, procuring statistics, supervising the financial accounts, and surveying and reporting upon the grades of vessels and damaged goods. There was a board of surveyors, consisting of "five experienced nautical men," to examine every vessel belonging to or arriving at the port of Philadelphia, and fix their standing, for purposes of insurance. This association of underwriters has been continued up to the present day, and in it have been represented many companies, of which there now remain nothing but their names.

Notwithstanding the discouragements that prevailed about 1840 and in the immediately subsequent years, the formation of insurance companies was not materially checked. The Frankford Mutual Fire Insurance Company was established in 1842, and is now located at No. 4610 Frankford Avenue.

The Mutual Fire Insurance Company of Germantown was incorporated April 15, 1843, and organized May 11, 1843, with Henry S. Mallery as president and Wyndham H. Stokes as secretary. On May 20, 1847, Mr. Mallery resigned the presidency, and was succeeded by Benjamin Lehman, who was the incumbent until his death, in December, 1867. Spencer Roberts was then chosen to the office, and still continues to fill it. Mr. Stokes died in April, 1870, and William H. Emhardt was elected secretary and treasurer, continuing up to the present time. The com-

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pany was originally located at the corner of Germantown Avenue and East School Street, from whence it removed to its present location, at No. 4829 Germantown Avenue. Its risks in force at this time amount to $13,650,000, and its assets are something over $625,000.

The Penn Mutual Life Insurance Company of Philadelphia was chartered Feb. 24, 1847, and on the following 25th of May was authorized to transact the business of life insurance, having by that time secured applications for a sufficient amount of insurance to enable it to meet the requirements of its charter. The first divisions of surplus was made in 1849, and annual divisions have been made since that year. The company now has in force 16,483 policies, representing an aggregate of $41,521,678, and the net assets amount to $8,406,379. The office is at No. 921 Chestnut Street, and the officers are Samuel C. Huey, president; Edward M. Needles and Horatio S. Stephens, vice presidents; Jesse J. Barker, actuary; and John W. Hornor, secretary.

Towards 1850 risks on health began to engage the attention of insurance men, but the early experiments in that line were conducted with so little knowledge that they were crowned with disaster; operated upon the general theory that any yearly rate would allow the same sum to be paid weekly in the event of illness, such an unscientific calculation caused the collapse of many of these health associations. It was utterly impossible that they could thrive, when, for a payment of seven dollars annually, each sick member received seven dollars per week during his illness. With the inevitable disappearance of these societies, corporate life and health companies grew into being. The Philadelphia Life Insurance Company on March 20, 1848, obtained a charter which empowered it to transact business in the fire, marine, life, and health branches. It was not successful under such a liberal grant, and was dissolved after changing its title to the Philadelphia Fire and Life Insurance Company, and writing fire risks alone.

The American Life Insurance Company was founded in 1850 by some gentlemen identified with the cause of temperance, who deemed that interest in that movement might be promoted by a practical exemplification of the value of total abstinence in prolonging life. In connection with its other departments, it embraced a class in which risks not exceeding $1000 each were taken at low premiums upon the lives of non-users of intoxicating liquors, the policies to be forfeited if the insured ceased to practice total abstinence habits. The company has always been both joint-stock and mutual, and also does a trust business, receiving money on deposits, making investments, etc. It has a paid-up cash capital of $500,000, and is a solid institution.

These years of 1849 and 1850 saw the resources of the Philadelphia fire insurance companies severely strained. Four of them were compelled to pay losses aggregating $371,000 on the conflagration at St. Louis, May 17, 1849; and the Philadelphia Contributionship and the Mutual Assurance had covered with their policies the district in this city that was swept by the great fire of July 9 and 10, 1850. The total loss was $1,500,000, and Mr. Binney said in his address at the Contributionship centennial, before cited, that if it "had occurred in the year 1808, it would have swept away the whole amount of our funds, deposits, and accumulations for half a century. Our insurances in the quarter where that fire occurred are supposed to have been of the same amount, or nearly so, in 1808 as in the year 1850. The two mutual assurance companies of this city bore the brunt of the storm, and, as it was to come, it was well for us that it came no sooner."

In 1850 the deposit life assurance system, which combines the features of a life office and a savings-bank, was inaugurated in this city by the United States Life Annuity and Trust Company, but the public did not appreciate it, and it remained to be developed in later years. In January, 1852, the centenary of the establishment of fire insurance in the Western World, the first regular insurance serial in the United States made its appearance. It was published in Philadelphia, owned and edited by Capt. Harvey G. Tuckett, and was entitled *Tuckett's Monthly Insurance Journal, Health and Friendly Societies' Monitor*. It thus appears that insurance journals, as well as fire, marine, and life insurance in America, had their origin in Philadelphia. Tuckett had held a commission in the British army, and had been forced to quit England in consequence of fighting a duel with Lord Cardigan, his superior officer. As a mathematician and statistician, he possessed considerable ability, and his literary style, though coarse, was vigorous and direct. He died two years after issuing the first number of his magazine.

Another memorable incident of 1852 was the organization of the Board of Fire Underwriters, which was formed on April 16th at a meeting of representatives of a portion of the fire companies. It was quickly beneficial in introducing order and regularity into the business, which had been suffering from improperly low rates. The tariff was advanced, with the consent of most of the corporations and agencies. Additional stories to houses, extra occupants, skylights, narrow streets, and other augmentations of risks were subjected to increased premiums. In 1883 the president was Thomas C. Hand; secretary and treasurer, John Williams.

The Girard Fire and Marine Insurance Company was organized under a perpetual charter in 1853, and its first president was Hon. Joel Jones, whose successors have been Hon. George Woodward, Thomas Craven, and Alfred S. Gillett. With a capital of $300,000, it has a net surplus over all liabilities of $565,251. Its total assets foot up $1,259,967, and it has paid out in losses since its organization over

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$2,650,000, has received in premiums over $5,000,000, and has paid cash dividends of over $800,000. Writing both marine and fire risks, it has passed through many ordeals, only to come out stronger each time. It owns and occupies a fine building at the northeast corner of Seventh and Chestnut Streets.

In February, 1854, the Commonwealth Insurance Company of the State of Pennsylvania was organized to do a fire business, with William Bucknell president, Dr. David Jayne vice-president, and Samuel S. Moon secretary. In 1857, Dr. Jayne succeeded to the presidency, and for some years the transactions were very large. In 1862, however, some of the stockholders became discouraged by losses, and Dr. Jayne purchased their shares. In November of that year it was decided to close business. Stockholders received ninety-three per cent., and all losses were paid. On term policies premiums were paid *pro rata*, while perpetual policies were settled in full.

The Mechanics' Fire Insurance Company, chartered in 1854, was especially founded with a view of doing business for the building associations and the owners of small homes. Three or four years ago the capital was increased from $125,000 to $250,000, agencies were opened in other cities, and a bold push made for new business. It now shows cash assets of $538,537, and a surplus to policy-holders of $355,402, while the income for 1883 rose to $114,817. In 1881 the company completed its handsome building at the corner of Fifth and Walnut Streets. Its presidents have been William Morgan, Francis Cooper, Bernard Rafferty, and Francis McManus.

The Jefferson Fire Insurance Company obtained its charter April 25, 1855, and began operations in the following August on a capital of $100,000. George Erety, the first president, was succeeded, in 1867, by William McDaniel.

In the beginning of 1857 the Underwriters' Association of Philadelphia was formed as a union for protection against dishonest persons who effected insurance for fraudulent purposes. It proposed a new classification of risks, rating the hazards of mere business adventurers higher than those of established mercantile houses, yet no scale of premiums was adopted as binding upon the members, and from this cause it died out in a year or two. Among the companies represented were the Merchants', the Farmers' and Mechanics', the Great Western, and the Howard, all of which are now extinct. They were, however, but a few of the companies that were started in quick succession in 1855–56, and whose number led to that demand for legislation which culminated in the passage of acts providing for the incorporation of State insurance companies and regulating the agencies of outside companies. The financial panic of 1857 wiped out a score or more of new and weak concerns, including the Robert Morris Insurance Company, the Alliance, the Lombard, the Continental, and the Importers' and Traders', originally named the Merchants' and Mechanics'. Most of the victims of the crisis were flimsy companies, trading on narrow capital, and an investigation of the manner in which business was being done was called for. In the case of the Importers' and Traders' it was shown that, while the company was claiming assets to the amount of nearly $300,000, there never was "any really substantial and available capital which could afford any security to the insurers."

The Board of Trade appointed a committee to examine into the affairs of the insurance offices, and "to report whether, in any of the charters granted by the State of Pennsylvania, there seems to be that absence of wholesome provisions deemed necessary to secure to directors annually chosen by stockholders the supervision of the general affairs of the company, and particularly to inquire whether, in any of said charters, there are provisions for vesting in executive committees an absolute control of all financial matters, while trustees are nominally provided for as a governing department thereof." Much information was collected throwing light upon insurance frauds, and the Legislature was petitioned for enactments that would guard against them, but nothing was effected at Harrisburg. To protect themselves against the insolvency of makers of premium and guarantee notes, the fourteen companies then represented in the Board of Marine Underwriters reduced the length of their credits, but this precaution did not save four marine offices from passing out of existence with the close of the year 1857. In January, 1858, the steam fire department was inaugurated by placing in active service the apparatus of the Philadelphia Hose Company, and a beneficial effect was at once exerted upon fire insurance. The Legislature which adjourned in 1860 granted twenty-one charters for new companies.

The Mutual Fire Insurance Company dates its organization to 1859, and now has its office at No. 813 Arch Street. Benjamin Malone, the first president, has been succeeded by Caleb Clothier and Calvin Taggart.

The United Firemen's Insurance Company, whose charter was granted April 2, 1860, is the creation of members of the the old volunteer fire department, who alone were permitted to take its shares. Its capital of $100,000 was increased in 1879 to $200,000, and in 1881 to $300,000, having been reorganized in the latter year with Joseph L. Caven as president. The comparative statement for 1883 and 1882 shows a gain in assets of $44,761.44; in surplus, $2934.54, and in reserve, $24,469.97. The total assets of the company are now $781,613.51, and the liabilities $410,951.72, showing a net surplus of $70,061.79. In 1882 it entered into occupancy of its new house at No. 419 Walnut Street, where it erected a notably imposing building.

The Reliance Fire Insurance Company has a history as a mutual and stock company combined running back to April 21, 1841, when it was chartered; but on

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April 24, 1862, the mutual feature was dropped in pursuance of an act of the Legislature, and the capital was made $300,000. George W. Toland was the first president, and was succeeded by Clem Tingley, and he, in 1869, by Thomas C. Hill, the present incumbent. Its offices are at No. 429 Walnut Street.

THE PROVIDENT LIFE AND TRUST COMPANY BUILDING.

The Provident Life and Trust Company was chartered March 22, 1865, and commenced business July, 1865. It was organized by members of the Society of Friends, and while the company is not under the control of that religious body, the board of directors has always been composed of Friends. A company in some respects similar, The Friends' Provident of England, organized in 1832, which is confined in its operations exclusively to Friends or their descendants, had met with such a favorable mortality experience as to suggest the formation of a like company in this country. The founders of the Provident Life and Trust Company, however, wisely decided not to make the company denominational nor to limit the membership to Friends.

The capital is $1,000,000. The business is twofold,—the insurance of lives and management of trusts. The progress in both branches has been very rapid. The total assets, Jan. 1, 1884, were $14,583,444. The amount of insurance in force at the same date was $37,500,000. The first building erected by the company was No. 108 South Fourth Street. At the time this seemed to be adequate for a long period, but the growth of the business necessitated the erection, in 1879, of the elegant and commodious building which they now occupy at No. 409 Chestnut Street. There have been few changes in the management since the organization. The first president was Samuel R. Shipley, who is still at its head. Mr. Rowland Parry, the first actuary of the company, retired a few months since by reason of advanced age. The present officers are: President, Samuel R. Shipley; Vice-President, T. Wistar Brown; Vice-President and Actuary, Asa S. Wing; Manager of Insurance Department, Joseph Ashbrook; Trust Officer, J. Roberts Foulke; Chief Medical Examiner, Dr. Thomas Wistar.

In 1883 the Provident issued 2212 policies, insuring $7,085,628, and at the close of the year had outstanding 11,766 policies, insuring $37,499,951,—a very marked increase in business. Indeed, from the very beginning of its history, this company has shown a steady and constant progress, with scarcely a reverse. It is its boast that it has never had to contest a death claim.

The United States Plate Glass Insurance Company of Philadelphia has a capital of $100,000, and was chartered in 1867. It insures plate glass of every description, adjusting its losses by replacing the destroyed glass with the same kind and quality or paying the amount insured.

The Teutonia Fire Insurance Company began business in 1870 as a stock corporation, with a capital of $200,000, and is located at No. 424 Walnut Street.

The German Fire Insurance Company was organized in 1871, on a capital of $100,000, under the presidency of Charles P. Bower, who has since continuously filled the office. In 1877 it removed from

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Third and Chestnut Streets to its present quarters, at No. 412 Walnut Street. It has paid an average of six per cent. annually to its stockholders, and has never passed a dividend.

The Sun Fire Insurance Company was incorporated April 26, 1870, as the Safety Insurance Company, and the above title was taken in accordance with an order of court Jan. 27, 1874. It has a capital stock of $150,000, and owns its building at No. 434 Walnut Street. Nelson T. Evans has been president since the organization.

The Lumbermen's Insurance Company, founded in 1873, owes its existence to the fact that the lumbermen of Philadelphia, in consequence of the increase of rates upon lumber, decided to start a company of their own and restore the old rates. The company was formed, the principal stockholders being lumber-dealers, but a compromise was made upon the rates, and it was decided to do a general business. A new principle in insurance matters was adopted, that all profits over six per cent. should go to the surplus of the company. The subscribed capital is $500,000; paid in, $250,000; assets, $585,000; surplus, $141,800. Joseph H. Collins is president, and the company's offices are at No. 427 Walnut Street.

The New Era Life Association of 1876 was chartered on the last day of the year 1875, and commenced its operations with the centennial year. It is based upon the mutual system, its policy-holders being the members of the association. It is designed to afford life assurance at the smallest cost practicable to its members. It has no assets and no liabilities. Members are assessed for each death, and no assessment can be made for other purposes. Expenses are provided for by admission fees and annual dues. Hon. James Pollock is president.

The Real Estate Title Insurance and Trust Company has a paid-up capital of $285,000, and was incorporated in 1876, to offer security against errors in property titles, mortgages, etc. It also transacts all business of a trust or fiduciary nature. Craig D. Ritchie is president.

The Fidelity Mutual Aid Association was chartered Dec. 2, 1878, for the payment of death benefits, upon which it disbursed in 1883 $102,165.

The Philadelphia Manufacturers' Mutual Fire Insurance Company was chartered Aug. 23, 1880, and is operated on the system long in vogue in New England, and known there as the Factory Mutual. The idea is that of an association of mill-owners, who combine to do away with fire losses, as far as may be possible, by the adoption of such methods as their aggregated expenses may prove to be wise, economical, and effective, and to provide an equitable, simple, and thoroughly reliable means by which a member may be substantially indemnified when overtaken by the misfortune of fire. Upon this plan the Philadelphia Company was organized, and now transacts business at No. 411 Walnut Street.

The Manufacturers' Mutual was the last company chartered in Philadelphia. A recapitulation of those now in existence presents nineteen fire and marine companies, which, in 1882, had a total stock capital of $8,210,000, and assets of $29,548,000. There are six mutual companies, with assets of $4,278,634, making a grand aggregate of $33,826,634 of assets held in trust by the Philadelphia fire and marine insurance companies. The seven life companies were in possession at the same time of assets footing up $32,575,600.

It has already been stated that in 1860 a large number of miscellaneous charters were granted for various mixed styles of insurance, but all these corporations were short-lived. From that time up to 1870 the business was decidedly depressed in this city, but from 1870 to 1876 the reckless speculators in illegitimate methods of insurance scandalized the name of Philadelphia by their exploits. In the latter year they and their wild-cat companies were stamped out by State supervision, and it may now be said that without exception the home companies are stable and trustworthy institutions.

The first foreign insurance company to establish an agency in this city was the Phœnix Fire Office, of London, which opened an office here early in 1810, but its stay was of short duration, owing to the passage in the same year of the State law laying a heavy penalty on any foreigner issuing a contract of insurance in Pennsylvania. This statute was not abrogated until 1849, when a new enactment was passed admitting the agents of companies not incorporated by the State to transact business in Pennsylvania on the payment of a license fee, with a tax of one per cent. on life premiums and three per cent. on fire and marine premiums. Under these conditions the Liverpool and London (now the Liverpool and London and Globe) Insurance Company opened its Philadelphia office, Feb. 18, 1851, under the management of the late Richard Somers Smith, who continued in charge of the agency until April, 1861, when he was relieved at his own request, and the company appointed as his successor his son, Atwood Smith, its present agent. One of the greatest of the many great corporations of England, it has for many years done an immense business in fire risks in the United States, outstripping every competitor in the field.

The company's total assets for this country alone reach the figures of $5,771,959.71, exceeding the liabilities by $2,516,511.28. The income for 1883 was $3,605,840.98, and the losses and expenses $3,023,-276.73, the receipts of the American branch being fully one-half of the total receipts of the company. In the course of its history the company has received the grand aggregate of $114,000,000, and has paid to claimants $71,000,000 in indemnity for losses. The assets have reached the vast sum of $35,000,000, an amount sufficient to cover ten times any possible losses liable to ensue on the company's outstanding policies. In dividends the stockholders have received

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over $13,000,000 since the organization of the company in 1836. Its yearly receipts in Philadelphia are about $200,000, and the profits of this agency are in excess of $600,000. The splendid marble building

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY BUILDING, PHILADELPHIA.

at No. 331–337 Walnut Street was erected by the company, and under the supervision of Mr. Atwood Smith.

There are twenty-five other European and two Canadian fire and marine companies having agencies in Philadelphia. Their capital is altogether $32,556,000, and their assets $191,279,000. Then we have here the offices of twenty-three Pennsylvania fire and marine companies other than those chartered in Philadelphia, and they show $3,545,000 of capital, with $5,340,000 of assets. The offices of the fire and fire-marine companies of other States are ninety-nine in number, representing capitals of $45,744,000 and assets of $100,426,000. Thirty-five life or accident companies of other States have agents in this city, who trade on assets of $432,737,000. Bringing all these figures into a mass, we find that we have a grand total devoted to indemnity and represented here reaching beyond $820,000,000.

The Philadelphia Fire Underwriters Tariff Association.—A carefully-prepared statement of the experience of the local fire insurance companies for the ten years extending from 1873 to 1883, compiled by George E. Wagner, of Philadelphia, showed that their losses and expenses, exclusive of dividends, had fallen but little below the income from their premiums, and in some years were in excess of them. In 1873 the ratio of the losses and expenses to the premiums was 100.23 per cent.; in 1874 it had fallen to 78.45 per cent., but after that there was a gradual increase, and in 1881 it stood at 102.71 per cent., and in 1882 at 101.37 per cent. As a result of this condition of affairs, the number of local fire insurance companies decreased in the period from 1873 to 1883 from twenty-eight to nineteen, and the existence of the remaining companies unprovided with a large surplus was endangered. The Philadelphia Fire Underwriters' Association was organized to remedy this evil, and to regulate temporary and term rates of insurance so as to obtain appropriate profits to the companies, and at the same time increase the security of parties insured.

The preliminary meeting to organize the association was held on Oct. 29, 1883, pursuant to a call issued two days before by Henry Darrach, secretary of the Board of Fire Underwriters. The meeting was held in the main room of the Merchants' Exchange, and the only business done was to secure the appointment of a committee to make nominations for officers. At the adjourned meeting held on the second day of November following, the nominees reported by the committee were elected as follows: President, Thomas H. Montgomery, president of the American Fire Insurance Company; Vice-President, George E. Wagner; and Secretary and Treasurer, Henry Darrach. A constitution and by-laws were adopted at the same meeting. These officers continued to hold their positions until Nov. 15, 1883, when they were re-elected to serve for the ensuing year.

The headquarters of the association are in the Merchants' Exchange, northeast corner of Third and Walnut Streets. Out of the 159 insurance companies at present in the city, 133 are members, being represented by forty-eight gentlemen. The expenses are met, as in similar organizations, by an assessment on the premiums received by each company on insurances within the city limits during the previous year, after deducting reinsurances and cancellations.

The primary object of the association has been to establish uniform rates of fire insurance, and this object has been pursued with noticeably beneficial results. Companies doing business in the city who are not members, nevertheless have concurred in the rates established by the association.

A second object, which naturally follows the first, is to secure greater precautions against fire. A standard is adopted for every class of buildings, and those coming up to it are charged a certain rate of insurance. If extra hazards are found to exist, the rates are correspondingly increased, fixed prices being charged for each deviation from the standard. In

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order to get a reduction of rates, the party insured is compelled to remove the hazard, and this has been done in a great many cases. Buildings presenting great hazards are sometimes rendered uninsurable. If the owner of a building makes certain provisions against fire above and beyond those required by the standard, or if the building is of superior construction, he is enabled to obtain a rate even below the standard. Every building in the city is examined by an inspector, who presents the results of his investigations to the tariff committee of the association, and they, after careful examination, decide upon the rates to be charged upon it. The magnitude of the work can be easily seen, and the beneficial results likely to flow from it must also be apparent. Already, owing to the examinations made by the association, precautions against fire have been adopted in hotels, theatres, churches, car-stables, and other buildings, which are calculated to be not only the means of saving thousands of dollars, but valuable lives as well.

As an example of the workings of the association, the insurance of theatres may be cited. Among its various qualifications, the standard theatre must be constructed of brick or stone, the roof must be of slate, metal, or other substantial composition; the floors in the boiler-house must be of cement or brick; the wood-work must be at least eight inches distant from the boilers, and two inches distant from a steam pipe, unless in the latter case protected by an iron shield; the border and foot-lights must be lighted by approved electric apparatus; the auditorium must be separated from the stage by a strong brick or stone proscenium wall, arched over the stage, opening and extending at least two feet above the roof; and the heating must be done by the steam or hot water system. The rate of insurance for such a theatre is $3.50. Deviations and deficiencies are charged as follows: if the structure is two-thirds or more frame, one dollar; if the roof is of shingle or defective, ten cents; if the floor of the boiler-house is of wood, five cents; if the lighting is by petroleum or its products, not insurable; if open torches are used to light the foot-lights, thirty cents; if there is no stone or brick proscenium wall, fifty cents; and if hot air flues are insecure, uninsurable. Among provisions against fire which, upon being adopted, will secure a reduction below the standard rate, are such as the following: night and Sunday watchman, and improved time-detector, five cents reduction; approved fire force pump, with two and one-half inch hose connection run by gearing, ten cents reduction; and automatic sprinklers protecting the stage and repair-shop, twenty-five cents reduction. For certain improvements in the construction of the proscenium, and for an approved fire-proof curtain, a reduction of one dollar is made; for impregnating all scenery, gauze, etc., by an improved process, there is a reduction of twenty-five cents; and for approved electric lighting exclusively, a reduction of ten cents.

The officers of the association are elected annually at a meeting in November.

Membership may be had by a written application from (or by nomination of) any fire insurance company authorized to transact business in the city of Philadelphia on approval by the association and by signing the constitution.

Stated meetings of the association are held on the third Tuesday of every month, at twelve o'clock noon.

There are two standing committees,—a tariff committee, consisting of nine members, and a committee on rooms and supplies, consisting of five members.

The tariff committee have power to fix rates on such risks and classes of risks as may be referred to them by any member of the association, provided that two-thirds of the committee approve thereof. The rates fixed by them are binding when approved in writing by three-fourths of the members of the association.

Three of the nine members composing this committee are chosen each month for a term of three months.

Such figures convey, perhaps, even more thoroughly than the details, an adequate comprehension of the immensity of the insurance business in its many and divers branches. They represent guarantees upon real estate of every description, and amounting to many millions of dollars in value,—the great manufacturing establishments, warehouses, stores, and public buildings, as well as the residences of private citizens, from the stately home of the millionaire to the shelter which covers the thrifty workingman. The vessels whose owners are secured from loss by this huge capital float upon every sea, and carry the flags of all the maritime nations of the world. As to the beneficent power of life insurance, it is impossible to conjecture the number of persons who, because of it, rest assured that their deaths will not leave in distress the families dependent upon them. In commerce and in the home-life alike, insurance fills a most essential function, and may not inappropriately be styled a basis upon which some of the greatest practical interests of civilized humanity rest. In its ramifications it touches all departments of industry and investment, and holds them safe against the contingencies of peril and loss. Copson's and Bradford's humble enterprises of nearly two hundred years ago can be accepted as the foundation of the vast insurance business of Philadelphia in the present time, and as we follow its development from epoch to epoch it reflects the growth of the community in wealth, in population, and in the improvement and aggregation of resources. In past years unscrupulous men have founded companies for illegitimate purposes, and have defrauded those who placed confidence in them, but in recent years wise legislation has placed a ban upon illicit speculation in insurance, while guarding and encouraging the substantial corporations and agencies.

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STATISTICAL HISTORY OF THE INSURANCE

Name of Company.	Commenced Business.	Incorporated.	First President.	First Secretary.	Original Capital.
Joint-Stock Fire Insurance.					
American[1]	Mar. 15, 1810	Feb. 28, 1810.	Capt. Wm. Jones.	Edward Fox.	$500,000 authorized; $200,000 paid in.
Fire Association[2]	Sept. 1, 1817	March 27, 1820; reincorporated April 3, 1833.	Sec. and treas. the only active officers at first.	Caleb Carnalt, sec. and treas.	.....
County	April 9, 1833	May 3, 1832; organized Feb. 9, 1833.	Aug. Stevenson.	J. F. Hoeckley.	$200,000 authorized.
Franklin	June, 1829	April 22, 1829.	Richard Willing.	C. N. Bancker.	$400,000.
German	April, 1871	March, 1871.	Charles P. Bower.	O. Bardenwerper.	$100,000.
Jefferson	Aug. 1, 1855	April 25, 1855.	George Erety.	P. E. Coleman.	$100,000.
Lumbermen's	Dec. 11, 1873	June 2, 1873.	Hugh McIlvain.	Geo. G. Crowell.	$500,000 subscribed; $250,000 paid in.
Mechanics	May 4, 1854	April 19, 1854.	William Morgan.	Bernard Rafferty.	$125,000.
Pennsylvania	April, 1825	March, 1825.	R. A. Caldcleugh.	Jonathan Smith.	$200,000.
Reliance	Aug. 9, 1844	April 21, 1841.	George W. Toland.	B. N. Hinchman.	$300,000.
Spring Garden	Aug. 29, 1835	April 28, 1835.	Miles H. Carpenter.	Samuel Hart.	$120,000.
Sun[3]	Dec. 30, 1873	April 26, 1870.	Nelson F. Evans.	Wm. H. Haines.	$50,000.
Teutonia	Sept. 1, 1870	Aug. 6, 1870.	E. Fransson.	Julius Hein.	$400,000 authorized; $200,000 paid in.
United Firemen's	April 1, 1861	April 2, 1860.	Conrad B. Andress.	Wm. H. Fugen.	$100,000.
Joint-Stock Fire and Marine Insurance.					
Delaware Mutual Safety	Aug. 6, 1835	April 10, 1835.	William Eyre.	William Martin.	$250,000 authorized; $100,000 paid in.
Girard Fire and Marine	May, 1853	March, 1853.	Hon. Joel Jones.	Alfred S. Gillett.	$200,000.
Insurance Company of the State of Pennsylvania.	Nov. 5, 1794	April 18, 1794; organized Oct. 6, 1794.	Mordecai Lewis, elected October 9.	Sam'l W. Fisher.	$500,000.[4]
Insurance Company of North America	1792	April 14, 1794; organized Dec. 10, 1792.	J. Maxwell Nesbitt.	Ebenezer Hazard.	$600,000.
Union	July 25, 1803	Feb. 6, 1804.	Joseph Ball.	Edward Lynch.	$500,000.
Mutual Fire Insurance.					
Frankford Mutual[5]	.....	April 5, 1843; organized Nov. 9, 1842.	Isaac Whitelock.	Isaac Shallcross.	Mutual.
Mutual Assurance Company for the Insurance of Houses from Loss by Fire.	.....	Sept. 29, 1784; chartered Feb. 27, 1786.	Plunket Fleeson.	George Emlen.	Mutual.
Mutual, of Germantown[6]	June 29, 1843	April 15, 1843; organized May 11, 1843.	Henry S. Mallery.	W. S. Stokes.	Mutual.
Mutual	.....	March 1, 1859.	Benjamin Malone.	T. E. Chapman.	Mutual.
Philadelphia Contributionship for the Insurance of Houses from Losses by Fire.	.....	Feb. 20, 1768; organized April 13, 1752.	Treas. the only titled officer at first.	John Smith, treas.	Mutual.
Philadelphia Manufacturers' Mutual	.....	Aug. 23, 1880; issued first policy Nov. 1, 1880.	Henry W. Brown.	John W. Miller, sec.	Mutual.
Life Insurance.					
American	.....	1850.	Leonard Jewell.	John C. Sims.	$500,000.
Girard Life Insurance, Annuity and Trust Company.	.....	March 17, 1836.	Benj. W. Richards.	John F. James, actuary.	$300,000.
Penn Mutual	.....	Feb. 24, 1847.	Daniel L. Miller.	John W. Hornor.	Mutual.
Pennsylvania Company for Insurance on Lives and Granting Annuities.	.....	March 10, 1812; organized 1809.	Joseph Ball.	Jacob Shoemaker, actuary.	$500,000.
Presbyterian Annuity and Life Insurance Company.[7]	.....	1759.	.....	.....	.....
Provident Life and Trust Company	.....	March 22, 1865.	Samuel R. Shipley.	Rowland Parry, actuary.	$150,000.
The Corporation for the Relief of Widows and Children of Clergymen in the Communion of the Protestant Episcopal Church.[8]	.....	Feb. 7, 1769.	Richard Peters.	Jonathan Odell.	.....
Miscellaneous Insurance.					
Real Estate Title Insurance and Trust Company.	.....	March 31, 1876; May 2, directors elected.	Joshua H. Morris.	Joseph S. Siddall.	$250,000; paid in, $125,000.
United States Plate-Glass Insurance Co.	.....	April 12, 1867.	John Van Dusen.	Isaac Rindge.	$20,000.
Annuity, Trust, and Insurance.					
Girard Life Insurance, Annuity and Trust Company.	.....	March 17, 1836.	Benj. J. Richards.	John F. James, actuary.	$300,000.
Pennsylvania Company for Insurance on Lives and Granting Annuities.	.....	March 10, 1812.	Joseph Ball.	Jacob Shoemaker, actuary.	$500,000.
Provident Life and Trust Company[9]	.....	March 22, 1865.	Samuel R. Shipley.	Rowland Parry, actuary.	$150,000.

[1] First company chartered in the State for a general fire insurance business.
[2] Organized Sept. 1, 1817, as the Fire Association, and was an association of fire companies, who designed to render themselves self-supporting by the profits arising from insurances.
[3] Originally the Safety Insurance Company; name changed Jan. 27, 1874
[4] $100,000 allotted in shares of $400 each.
[5] Risks in force December, 1883, $2,012,000.
[6] Risks in force December, 1883, $13,650,000.
[7] Oldest life insurance organization in the United States. Granted by the Penns to Rev. Francis Allison, vice-provost of the University, in 1755. Organized as "The Corporation for the Relief of Poor and Distressed Widows and Children of Presbyterian Ministers."

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COMPANIES OF PHILADELPHIA.

Original Location.	President in 1883.	Secretary in 1883.	Location in 1883.	Capital, Jan. 1, 1883.	Surplus, Jan. 1, 1883.	Assets, Jan. 1, 1883.
In office of Secretary, then 73 Chestnut, now 111 Chestnut.	Thos. H. Montgomery.	A. C. L. Crawford.	308 Walnut.	$400,000	$627,534	$1,712,532
At Caleb Carmalt's house, north side of Arch, below 7th.	Benjamin Lightfoot.	Jacob H. Lex.	34 N. Fifth.	500,000	922,036	4,339,321
248 N. Third (old style numbers), now 432 N. Third.	James N. Stone.	John Welsh Dulles.	110 S. Fourth.	200,000	97,045	413,814
North side of Chestnut, below Fifth.	James W. McAllister.	Ezra T. Cresson.	421 Walnut.	400,000	820,992	3,086,637
N. E. cor. Third and Chestnut.	Charles P. Bower.	Edward J. Durham.	412 Walnut.	100,000	54,045	219,986
W. side of Fourth, below Willow.	William McDaniel.	Philip E. Coleman.	425 Walnut.	100,000	146,892	297,672
427 Walnut.	Joseph H. Collins.	George G. Crowell.	427 Walnut.	250,000	134,285	555,476
N. W. cor. Sixth and Cherry.	Francis McManus.	John H. Davis.	S. W. cor. Fifth and Walnut.	250,000	93,172	308,896
Same as at present.	John Devereux.	John L. Thompson.	510 Walnut.	400,000	930,796	2,301,946
S. W. cor. Fifth and Walnut.	Thomas C. Hill.	William Chubb.	429 Walnut.	300,000	291,920	753,906
S. W. cor. Sixth and Wood.	Nelson F. Evans.	Jacob E. Peterson.	431 Walnut.	400,000	390,594	1,141,120
434 Walnut.	James Neill.	John Crawford.	434 Walnut.	150,000	12,466	182,199
208 S. Fourth.	E. Franssen.	H. A. Birch.	424 Walnut.	200,000	39,068	272,738
Sixth Street, N. of and near Arch.	Joseph L. Caven.	Robert B. Beath.	419 Walnut.	300,000	67,127	736,252
Chester, Delaware County.	Thomas C. Hand.	Henry L. Lylburn.	S. E. cor. Third and Walnut.	360,000	437,956	2,005,493
Same as at present.	Alfred S. Gillette.	Edward Merrill.	S. E. cor. Seventh and Chestnut.	300,000	531,674	1,208,645
137 S. Front.	Henry D. Sherrerd.	Jos. H. Hollinshead.	4 and 5 Merchants' Exchange building.	200,000	241,715	718,209
Front Street, below Walnut, till 1850.	Charles Platt.	Greville E. Fryer.	232 Walnut.	3,000,000	3,229,306	8,868,916
Walnut Street, adjoining house of Clement Biddle.	Colson Hieskell.	John B. Craven.	S. W. cor. Third and Walnut.	1,000,000	30,258	884,299
Same as at present.	Samuel Bolton.	H. St. Clair Thorn.	4610 Frankford Avenue, Frankford.	.....	.....	82,845
Indian King Tavern.	Samuel Welsh.	Clifford Lewis.	526 Walnut.	.....	.....	1,494,375
Germantown Avenue and School Street.	Spencer Roberts.	William H. Embardt.	4829 Germantown Avenue.	.....	.....	474,913
No. 5 S. Fifth.	Calvin Taggart.	T. Ellwood Chapman.	813 Arch.	.....	.....	17,180
John Smith's house, on King (now Water) Street.	Charles Willing.	James Somers South.	212 S. Fourth.	.....	.....	2,762,016
413 Walnut.	Henry W. Brown.	John W. Miller, Jr.	413 Walnut.	.....	.....	20,527
70 S. Third till 1855.	George W. Hill.	John S. Wilson.	S. E. cor. Fourth and Walnut.	500,000	734,495	3,204,931
Chestnut, between Fourth and Fifth.	John B. Garrett.	Henry Tatnall, treas.	2020 Chestnut.	450,000	Dec., 1883, $827,338	.....
91 Walnut.	Samuel C. Huey.	Henry C. Brown.	921 Chestnut.	Mutual.	1,768,055	8,478,457
Old Coffee-House.	Lindley Smyth.	L. H. Steel, sec. and treas.	431 Chestnut.	2,000,000	1,200,000	.....
.....	Rev. J. W. Dulles, D.D.	Robert Patterson, treas. and actuary.	329 Chestnut.	.....	92,000	265,000
111 S. Fourth.	Samuel R. Shipley.	Asa V. Wing, vice-pres. and actuary.	409 Chestnut.	1,000,000	640,000	.....
Meetings held in different States.	Hon. John Welsh.	James Somers Smith, actuary and treas.	21 S. Fourth.	.....	.....	484,557
108 S. Fourth.	Craig D. Ritchie.	Joseph S. Siddall.	N. W. cor. Tenth and Chestnut.	$500,000; paid up, $285,000.	.....	.....
108 S. Fourth.	Joseph S. Chahoon.	Isaac Rindge.	134 S. Fourth.	$100,000 paid in; to be increased soon to $125,000.	.....	.....
Chestnut, between Fourth and Fifth.	John B. Garrett.	Henry Tatnall, treas.	2020 Chestnut.	450,000	827,338	.....
Old Coffee-House.	Lindley Smyth.	L. H. Steel, sec. and treas.	431 Chestnut.	2,000,000	1,200,000	.....
111 S. Fourth.	Samuel R. Shipley.	Asa S. Wing, vice-pres. and actuary.	409 Chestnut.	1,000,000	798,705	.....

* Originally chartered in three States,—Pennsylvania, New York, and New Jersey. It was resolved to separate into three corporations,—one for each State. The Pennsylvania branch was incorporated March 28, 1797.

† Both an insurance and trust company. Other trust companies of chapter on "Bankers and Currency," though having a provision in their charter allowing them to do an insurance business, do not exercise the right to any extent, or not at all. Policies of the Provident Life and Trust Company outstanding March 31, 1883, represent $37,499,951.

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CHAPTER LII.

TELEGRAPHS, TELEPHONES, AND ELECTRIC LIGHTS.

THE first telegraph of any kind by which intelligence was brought to Philadelphia was established in 1809, under the patronage of the Chamber of Commerce, and according to the plan of Jonathan Grout, who set it up. Grout was a schoolmaster, and of somewhat testy disposition and eccentric in character. He was a native of Belchertown, Mass., and had at an early period turned his attention to the subject of telegraphic communication. In 1798 he had established a line of telegraphs between Boston and Martha's Vineyard, ninety miles, over which it is recorded messages were sent in ten minutes. He received a patent from Congress in 1800. The character of his invention is not exactly known, but it is probable that it was upon the semaphore plan. There was enough merit in it to interest the merchants of Philadelphia sufficiently to raise the means for the establishment of a line of telegraph to Reedy Island, at the head of Delaware Bay, from which early news of the arrival of ships was important to business interests. A charter was granted by the Legislature to the Reedy Island Telegraph Company March 24, 1809. The line was shortly afterward constructed, and on the 8th of November of the same year the first dispatch received in the city announced the arrival in the Delaware of the ship "Fanny," from Lisbon. How long this telegraph was continued is not exactly known. Statements made years afterward were to the effect that it was soon abandoned, not for reason of inefficiency, but because the peculiar temperament of Grout led him into controversies and quarrels with his customers, who gradually withdrew their confidence from him, and eventually the line proved to be a failure.

Dr. John Redman Coxe took great interest in the subject of telegraphs, and published in the *Emporium of Arts and Sciences* for 1812, vol. ii. p. 99, a description of his plan for a revolving telegraph for conveying intelligence by figures, letters, words, or sentences. The machine consisted of a semicircular frame fixed upon a wooden frame, which could be made to rotate upon a turn-table upon rollers on the top of a tower or other high place. There were thirteen chambers or windows in the upper part of the frame managed by ropes. The telegraphing was done principally by the windows, in opening or shutting them, wholly or partially, and an arrangement was proposed by the use of lights for telegraphing at night. Dr. Coxe afterward turned his thoughts to the use of galvanism for telegraphic purposes, a suggestion which it has since been ascertained had already been acted upon by Dr. Samuel Thomas von Soemmering, in Munich, in 1807. The latter sent the galvanic current through ten thousand feet of wire, and arranged his signals to be produced by the decomposition of water. There is no suspicion that Dr. Coxe ever knew of these experiments, which attracted no attention at the time, and could not be suspected to be of the importance which was afterward manifested, when electricity was applied to the wires instead of galvanism. Dr. Coxe, in 1815, wrote to Thomson's *Annals of Philosophy* a letter published in London, February, 1816, vol., vii. 1st series, in which, speaking of galvanism, he said,—

"I have, however, contemplated this important agent (galvanism) as a probable means of establishing telegraphic communication with as much rapidity, and perhaps less expense, than any hitherto employed. I do not know how far experiment has determined galvanic action to be communicated by means of wires, but there is no reason to suppose it confined as to limits. Certainly not as to time. Now by means of apparatus fixed at certain distances, as Telegraph Stations, and by tubes for the decomposition of water and of salts, etc., regularly arranged, such a key might be adopted as would be requisite to communicate words and sentences, or figures from one station to another, and so on to the end of the line. I will take another opportunity to enlarge upon this, as I think it might serve many useful purposes; but like all others it requires time to mature. As it takes up little room and may be fixed in private, it might in many cases of besieged towns, etc., convey useful intelligence with scarcely a chance of detection by the enemy. However fanciful in speculation, I have no doubt that sooner or later it will be rendered useful in practice."

Actually this suggestion differed only in degree from the plan afterward adopted in the working of the Bain Electric Telegraph. It has been said that Dr. Coxe subsequently demonstrated the merits of his plan to his students by setting up wires and using the voltaic pile in the lecture-room of the University of Pennsylvania, for telegraphic purposes; but if such experiments were made, there is unfortunately no record of them.

There was for some years prior to 1846 a private telegraph between New York and Philadelphia of the existence of which the majority of the people were profoundly ignorant. It was established perhaps as early as 1840, and its operations were not made known to the public. The proprietor was William C. Bridges, stock and exchange broker of this city, and the dispatches were principally used to convey the drawn numbers in lotteries, and the prices of stocks for the benefit of the brokers who were interested in the line. The telegraph stations were placed on the high points across New Jersey, and there must have been some station in Philadelphia at a sufficient altitude from the nearest station on the east side of the river to observe the signals. The operations in daytime were somewhat upon the semaphore plan, and were visible from station to station, and sent on from one to the other. At night the signals were given by lights with flashes. This was done by the use of a box in which a lamp was placed in front of a parabolic reflector. A common wooden drop in front of the box, operated by a lever, could be raised so that the light would be shown, and allowed to fall so as to shut it off. By the length of time during which the light was shown signals were made, analogous to the short and long dashes and dots afterward used in the Morse telegraph. Long and short flashes conveyed the information, and these

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being arranged formed sentences and words. A telescope to the apparatus at each station kept the light in view although at a long distance. Subsequently the principle of the heliostat was adopted, by which flashes of sunlight upon a mirror could be conveyed to long distances, and would not be visible to other persons who were not within the direct line of the flash. This telegraph was superseded, as a matter of course, when the electro-magnetic telegraph came into operation. In January, 1846, the *Public Ledger* published the following:

"The private signal telegraph from Philadelphia," the *Burlington Gazette* says, "has just been abandoned, having no doubt done good service to its owners. It has been in use several years. One of the stations was on the hill at Mount Holly, while the others were on different elevations a few miles apart, so that a good telescope could distinguish the signals. Intelligence was conveyed from one city to the other in about ten minutes, by elevating boards on a pole in a particular way by means of machinery at the foot of the pole. At night lamps of different colors were used. The whole concern was sold for about three thousand dollars. It was a great affair when first established, and many mysterious movements in the Philadelphia stock and produce markets were laid at the door of the speculators who worked the telegraph. No doubt the speculation paid them well. But though a good thing at first, it has been superseded by a better,—Morse's electro-magnetic telegraph has prostrated all rivals."

For the present purpose it is not necessary to expatiate upon the claims made upon behalf of rival scientists to the invention of the magnetic telegraph. Several minds were engaged with the subject in this country and in Europe. There is no difficulty about the fact that Samuel F. B. Morse was the first person who demonstrated the practicability of the magnetic telegraph in the United States. The means by which he arrived at sufficient perfection in his plans to establish the first practical line are well known. He petitioned Congress in 1838 for assistance in establishing a line of telegraph between Baltimore and Washington without immediate success.

In 1842 Congress, on the 3d of March, passed an act appropriating thirty thousand dollars for the purpose, and "to test the practicability of establishing a system of electro-magnetic telegraph in the United States. Professor Morse at once set to work. His first idea was to lay the wires near the sleepers of the Baltimore and Ohio Railroad in lead pipes and underground. The preparation of the wires was very imperfect, and the experiment was a failure, the pipes having been laid about ten miles from Baltimore to the Relay House. The plan of constructing a line of wires stretched upon poles was then resorted to, the wires being carried over the cross-arms in notches insulated by being placed on prepared canvas saturated with some composition. At this time the line was commenced at Washington, about the beginning of the year 1844. It was tested as it proceeded, and on the 1st of May the cars from Baltimore to Washington were apprised, when twenty miles from Washington, of the Whig nomination, at the National Convention in Baltimore, of Henry Clay and Theodore Frelinghuysen, which had been made after the cars started. The line was completed on the 24th of May, 1844, and Miss Annie Ellsworth, daughter of the chief commissioner of patents, a young lady who was the first to give to Professor Morse the joyful intelligence of the passage of the bill by Congress two years before making an appropriation for the purpose of testing the telegraph, was sent for to dictate the first message ever sent between the two cities, and it was in these words, "WHAT HATH GOD WROUGHT!" The next day the telegraph was thrown open to business between Washington and Baltimore, and at one o'clock the first press message was sent over the line from the capitol to the *Baltimore Patriot*, announcing that the House had refused to go into committee of the whole on the Oregon question, a motion to that effect having been defeated. The proceedings of the Democratic National Convention at Baltimore, and of the Tyler National Convention also meeting there, were telegraphed to the *National Intelligencer* at Washington regularly. That paper, speaking of the unusual occurrence, said, "During the whole day a crowd of persons, including a number of members of Congress, were in attendance at the capitol to receive the reports by the telegraph of the news from Baltimore, which were made at successive intervals with striking dispatch and accuracy, and were received by the auditors as the responses of the ancient oracle may be supposed to have been, with emotions corresponding to the various and opposite sentiments of those composing the assembly. Whatever variety of impression the news made upon the auditory, however, there was but one sentiment concerning the telegraph itself, which was that of mingled delight and wonder."

The line was continued in operation for several months, but the receipts were not sufficient to maintain it. It was announced on the 30th of January, 1845, that it would be discontinued on the 1st of February, but some arrangements were made for its continuance, and during the session Congress appropriated eight thousand dollars for the service of the line under the direction of the Postmaster-General, thus making the line a postal-telegraph. He appointed as officers under him: Superintendent, Professor Morse; Assistant Superintendents, Alfred Vail and Henry J. Rogers; Battery-Tender and Line-Repairer, Henry W. Cleveland. During the remainder of that year, from March 31st to December 31st, the charge for telegraphing being one cent per word, the whole amount received for the business of the line was $725.48, of which $352.80 were paid at Washington, and $372.68 at Baltimore. During that first period the public value of the service was demonstrated by reports of election news and returns. The method of sending dispatches was limited, in consequence of the defective character of the apparatus. It was found that the receiving-magnet could not be worked so as to transmit more than twenty words per minute. Mr. Vail, therefore, invented a dictionary, in order to

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meet the demands of the Baltimore afternoon press. Each phrase was indicated by a word taken from an ordinary dictionary, and the words were arranged alphabetically and placed opposite the phrase to be transmitted. The phrases were also arranged in alphabetical order, and grouped together under appropriate headings. The names of the officers and members of the two Houses were numbered, and by this means a large amount of Congressional business was transmitted in a brief space of time. Mr. Rogers, at Baltimore, deciphered the messages for the reporters of the Baltimore newspapers, and they wrote them down and transmitted them to the respective journals. Shortly after the return of Professor Morse from Europe, in the winter of 1844–45, with a new receiving-magnet, he was able to dispense with the use of the dictionary. It was used, however, in transmitting the report of the proceedings at the inauguration of President Polk.

The success of the enterprise between Baltimore and Washington, although not very flattering during the year 1845, was sufficient to stimulate capitalists to engage in the building of lines between the principal Atlantic cities. The first telegraph company was organized March 15, 1845, under the name of the Magnetic Telegraph Company. It was not incorporated until Feb. 4, 1847, with the following incorporators: S. F. B. Morse, George C. Penniman, Henry J. Rogers, John S. McKim, J. R. Trimble, John O. Stevens, and A. Sidney Doane, and William M. Swain, one of the proprietors of the *Public Ledger* at Philadelphia. The object was to build a line from Washington to New York, and application was made to the New Jersey Railroad for permission to erect posts and build a line between New York and Philadelphia. Strangely enough the privilege was refused, upon the ground that the telegraph would interfere with travel by enabling persons to transact business by its means instead of using the railroad.[1]

In consequence of this refusal the company was compelled to construct the line over the old stage road by the way of Somerville, N. J., New Hope, Pa., and thence by way of Norristown to Philadelphia.

The construction commenced in 1845. On the 10th of October the *United States Gazette* made the following announcement:

"The work of placing a magnetic telegraph on the line between this city and New York is rapidly progressing. The workmen are now putting up the wire on the eastern portion. The first terminus will be on the Columbia Railroad, about fourteen miles from the Schuylkill, whence the wires will be brought into the city. Messrs. J. R. Chandler and George Campbell presented in Councils at the meeting, October 9th, a petition for the Magnetic Telegraph Company to put up poles on the sidewalks and place the wires thereon. Mr. O'Reilly is building a telegraph line from Harrisburg to this city."

On the 27th of the same month it was stated that the wires from New York were taken across the East River in a lead pipe. There were four wires, and the pipe was manufactured by Tatham Brothers, of Philadelphia. Unfortunately, this method failed at first, for want, no doubt, of sufficient insulation. On the 6th of December the same paper stated, "The operation of placing the wires on the telegraph poles commenced December 5th. The wire is of copper, without covering or coating of any kind to insulate it; and the mode of fastening is to coil it twice around a glass button securely fixed in the cross-piece on the top of a pole, so that in case the wire should accidentally break the double coil will sustain the remainder. The wires are to be taken into the room No. 31 of the Merchants' Exchange (which was in the third story), where the galvanic battery will be placed." The portion of the telegraph to New York situate between Norristown and Philadelphia was tested on the 2d of January, 1846, and on the same day the *Ledger* received its first telegraphic dispatch from Norristown, giving an account of the condition of the river Schuylkill, swollen by rains. On the 5th it was announced that the western telegraph had been completed between Harrisburg and Lancaster, with this notification, "The Harrisburg train leaves for Lancaster at one o'clock, arrives at Lancaster at four. News may be telegraphed from Harrisburg to Lancaster up to half-past three, and be brought to Philadelphia by railroad." On the 15th of January, 1846, the *Public Ledger* published the following:

"About the Magnetic Telegraph.—The utility of this undertaking has not been even yet properly estimated. An individual leaving this city for New York can transact his business here with the same facility that he could were he personally present. Several striking instances of this fact have already been exhibited. While a man was absent in another city his place of business was visited, and some important business matter was to be attended to about which his clerks had no authority. The communication was made through the telegraph, the principal was sought out, and brought to the office at the other end, and the business was transacted with the same facility as if the two persons had been confronted in the same room.

"No inconvenience whatever resulted from the absence of the principal from his affairs. Again, a man in one city away from home loses his money or by any other means becomes short of funds; a communication stating these facts is sent to his friends; the amount he wishes is deposited in the office of the telegraph; notice of the fact is conveyed by the wires to the operator at the other end, who pays it to the man. Such has been actually done on the telegraph between Baltimore and Washington; and the presumption is that the occasions will increase in proportion as the connections are established between the principal cities of the

[1] The first subscribers to the company were Corcoran & Riggs, $1000; B. B. French, $1000; Eliphalet Case, $1000; Charles Munroe, $1000; Peter G. Washington, $200; John F. Holly, $1500; John E. Kendall, $300; James E. McLoughlin, $350; Amos Kendall, $500; Daniel Gold, $1000; Simon Brown, $500; A. J. Glossbrenner, $500; E. Cornell, $500; Charles G. Page, $500; D. George Templeman, $200; Henry J. Rogers, $100; J. W. Murphy, $100; A. W. Payne, $500; Francis O. J. Smith, $700; Furman Block, $200; T. L. & A. Thomas Smith, $200; Keller Greenough, $500; J. C. Broadhead, $500; A. Thomas Smith, $100; John W. Norton, $1000. These subscriptions were not sufficient, and application was made for further assistance. Moore N. Falls, John S. McKim, A. S. Abell, of the *Baltimore Sun*, and his partners, William M Swain and A. H. Simmons, of the *Philadelphia Ledger*, and George H. Hart and other prominent Philadelphians subscribed liberally.—*Scharf's History of Baltimore*, p. 506.

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Union. How much would many a family in New York and Philadelphia now give could they communicate with New Orleans daily, even if it were to inquire after the health of some absent father or son? Instances occur to our mind now where the opportunity would be considered cheap at almost any price, and when that communication could be hourly kept up, the privilege would be invaluable."

A great achievement was accomplished on the day that this article was published. The news from Europe by the packet-ship "Oxford" arrived at New York, was received by way of Somerville, twenty-one miles from Newark, and placed on the *Ledger* bulletin-board. On the 19th of January telegraphic communication with Newark, N. J., from Philadelphia was established and tested. Five days before this the connection had been made with Somerville, N. J. On the 21st the telegraphic rates between Philadelphia and New York were published as follows: "For ten words, every figure being counted a word, exclusive of signature and address, and the direction of the writer as to the disposition of the communication, fifty miles and under, ten cents; between fifty and one hundred miles, twenty cents; from New York to Philadelphia, twenty-five cents; for all distances over one hundred miles twenty-five cents." The messages were sent to Newark by the telegraph, and from that place to New York by messengers six times per day. Difficulty soon arose in consequence of the breaking of wires. Such an accident occurred on the 21st of January from the weight of ice upon them, and the *Ledger* said, "This is an accident to which the line will always be liable as long as the present small copper wire is used. The company will soon be compelled to substitute it by the large iron wire now being used in the construction of the line between Philadelphia and Baltimore." Officers were chosen at a general meeting of the New York, Philadelphia and Washington Telegraph Company at New York, on January 27th,—President, Amos Kendall; Secretary, Thomas M. Clark, of New York; Treasurer, A. Sidney Doane, of New York; Directors, R. H. French, J. J. Holly, John W. Norton, John O. Stearns, of New Jersey, William M. Swain, of Philadelphia, and J. R. Trimble, of Wilmington. A large number of messages were sent January 27th. Charles Cummings, glue manufacturer of Philadelphia, drew upon a gentleman through the line for twenty-five dollars. The money was paid to the superintendent at Newark to send it to Philadelphia, "and Mr. Vail, the superintendent here, paid over the money to Mr. Cummings; the whole operation took less than thirty minutes." This method of transferring money might have become a great feature in the business of telegraphing, but it was soon found to be inconvenient, and would have required the placing of capital at each office, and the employment of cashiers and clerks to conduct it, so that it was not largely carried out, and if ever meditated seriously, was soon abandoned. On the 4th of February, a letter appeared from Amos Kendall, stating that the telegraph to Newark worked perfectly, and on one occasion the line had been worked as far as Fort Lee, on the Hudson River, above New York, one hundred and thirty miles. "We stop for the present at Newark, N. J., ten miles from New York, not having succeeded in crossing the river." Mr. Kendall spoke at some length of the difficulties of the undertaking, and said, "We cannot try experiments for projectors, but he who can and will take us across the North River without erecting supports in the river itself, and in such a manner as will promise durability, will entitle himself to a liberal compensation."

On the 12th of the same month the *Ledger* said that the completion of the line by carrying the wires into the city of New York was very important. "All that is now wanted to effect such completion is a plan by which to cross over the river (Hudson) at the Palisades, some ten or fifteen miles above Jersey City, without obstructing the navigation. This plan, it appears, has not yet been hit upon to be carried out with certainty." The same article stated that the Legislature of New York had already passed a law making it a felony to cut the wires. But it was also a felony to cross rivers by telegraphs in such manner as to obstruct the navigation. "Unfortunately, the Legislature of New York has not defined what will be an obstruction. Piers on each side of the river might not be held as an obstruction, but whether a pier in the middle of the river, upon which to stretch the wires, would be allowed by the State, is doubtful." From this it seemed that the experiment of carrying wires in a leaden pipe submerged in the stream had been a failure. The place where the experiment was tried is not stated. It was probably at Fort Lee. The *Ledger* suggested that "a branch line ought to be constructed to Jersey City, to which boats cross every fifteen minutes, giving frequent access to New York." Later in the same month the *Ledger* contained an article stating that the telegraph was worked on the 18th of February to Fort Lee, on the Hudson River, twelve miles from New York. The route by Norristown and across Pennsylvania and New Jersey to that place was so circuitous that the distance worked was stated to be one hundred and sixty miles. An attempt was made to cross the river in a boat and send the dispatches by wires to New York. The ice in the river interfered, and the boat did not get across again for several hours. "The fact is, this mode of communication with New York is liable to greater objections than that by way of Newark. It is slower and much more uncertain, and unless the wires can be speedily carried over the river or under its bed, so as to make the connection continuous, it will have to be abandoned, and a permanent station established at Jersey City." On the 30th of April the *Ledger* had the following article:

"MAGNETIC TELEGRAPH.—Our brother of the *New York Mirror* is taking a kaleidoscope view of the operations of the magnetic telegraph, which, according to him, is to make Wall Street, in New York, the great central 'ganglion' of the business nerves of the country. Which pair

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of nerves these are we cannot say, but from generals our esteemed contemporary descends to particulars, and thus defines:

"'For instance, John Smith must pay at bank to-day ten thousand dollars or suffer a protest, which will ruin him in business. After struggling all the morning to make up the amount, he finds the dread hour approaching, with but half the sum ready for deposit. He cannot borrow, though his credit is good, for his neighbors are all as hard up as himself. To use a Yankeeism, he is "in a fix." Now the telegraph holds out a new horn to his dilemma. John Smith recollects that he has accounts due him in Albany, Philadelphia, or Buffalo for more than double the amount required to put him through the day,—help him over three o'clock. He steps over to the telegraph-office, and asks his correspondent at Buffalo to deposit to his credit in the bank of that city five thousand dollars. In fifteen minutes he receives an answer that it is done, the agent here pays him over the amount, the note is taken up, and John Smith breathes easy once more, and goes home with a light heart and a smiling face. In this way the whole bank capital of the country can be used every day in Wall Street, without the transportation of a single dollar.'

"We have seen nothing more effective than the above since Capt. Bobadil made known his scheme for reducing an antagonist army. That highly respectable citizen, John Smith, Esq., may be in want of funds, and he may send to Philadelphia, Albany, or Buffalo by telegraph, and he may get an answer, but it is very doubtful whether he can get a 'certificate of deposit' at such a notice, though he *may*, for we heard of a lady some time since who was detained from a wedding-party by missing the cars to Wilmington, and sought to save time and to secure her passage by applying at the telegraph-office."

Satisfactory means were eventually found to carry the news to New York. On the 3d of June the *United States Gazette* published the following: "The magnetic telegraph between this city and New York worked yesterday to a charm. Nearly two columns of foreign news was conveyed hither with as much precision as usually attends any written or printed correspondence." The news by the steamer "Hibernia," in this paper, was headed "by telegraphic dispatch to the *United States Gazette*, the following news is received." In the same paper was an important paragraph stating that the telegraph line had been completed to Baltimore. "The line wire of the telegraph from this city to Baltimore was tested the whole distance last evening, and found to work sufficiently well for short messages. We may, therefore, expect to have it in successful operation by Thursday (June 4th) or Friday (June 5th) of this week." The next day a paragraph was published from Baltimore, dated June 3d, as follows: "The telegraph between this city and yours was put in operation yesterday at four o'clock, and immediately afterward communicated the fact that the steamer 'Hibernia' had arrived in Boston on Monday evening. An attempt was made to send an abstract of the news, but the instrument got out of order, and we are disappointed." The *United States Gazette* of June 4th contains Congress news, dated "Washington, June 3d, two P.M. Correspondence of the *Baltimore Patriot* by telegraph." This was probably sent by mail to Philadelphia by an afternoon train. On June 8th Mexican news from Washington by telegraph to Philadelphia was published in the same paper. The business had so much increased that in September it was announced that a new wire was to be constructed between Philadelphia and New York, and in October that new ranges of poles and wires for New York were being put up, and that there was to be another wire constructed to Baltimore.

When first established the telegraph was considered a great curiosity, and in February notice was given that the office at the Exchange was open for inspection, and that certain hours were arranged for the reception of ladies either coming alone or attended by gentlemen.

It was not long after the Magnetic Telegraph Company got into operation that it encountered an energetic rival. The House Printing Telegraph was set up at 46 South Third Street in 1849, and in the succeeding year removed to the large brown stone building at the southeast corner of Third and Chestnut Streets. Subsequently, about 1854, the office was removed to the northeast corner of Third and Chestnut Streets, where it was doing business in 1856. It was finally absorbed by the Magnetic Telegraph Company, probably about 1860.

The Magnetic Telegraph Company continued its principal office at the Exchange five or six years, but removed to 101 Chestnut Street, north side, above Third, about 1853. The location was changed in a year or two to 98 Chestnut Street, adjoining the *Public Ledger* building, subsequently known under the new style of numbering as 302. This company went, eventually, with several others, into a new combination, called the Western Union. The Western Telegraph had its office in 1864 at No. 105 South Third Street, and in 1867 the Western Union was in the building at the southeast corner of Third and Chestnut Streets, formerly occupied by the House Telegraph, and numbered sometimes 101 South Third Street. Upon the completion of the splendid building of the New York Mutual Life Insurance Company, at the northwest corner of Tenth and Chestnut Streets, Aug. 25, 1875, the office was removed to that building, where it has since been established.

During the period under consideration there were several telegraph companies established, which continued for limited spaces of time, and were generally absorbed by stronger companies, which eventually were themselves absorbed by the Western Union, although it seems to be an inevitable thing that new companies should spring up to take the place of the latter. Among these may be mentioned the New York and Washington Telegraph Company, which had its office at the northeast corner of Third and Chestnut Streets in 1855; National, 101 Chestnut Street, 1855; Wilkesbarre, in the same building, 1855; and New York and New Orleans, at the same place, in the same year; American, 105 South Third Street, 1861; Atlantic and Ohio, at the same location, in the same year; Susquehanna River, North and West Branch, 1861; People's, 411 Chestnut Street, 1864; Bankers' and Brokers', 1866; Insulated Lines, 1866; Franklin, 1868; Automatic, 1873; Pacific and Atlantic, 1873; Franklin Atlantic and Pacific, 1875.

The Philadelphia Local Telegraph was established

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at 107 South Third Street, about 1873, for the purpose of a city service. There were branch offices in various parts of the city, at which messages were received, and from which dispatches were sent to the persons and places within the respective districts by special messengers.

It was perceived not long after consolidation, and when the government of the city had got into working order, that the distances between the central office of the mayor and the police stations were in some parts of the city so great that communications between them were much delayed. The telegraph for commercial and business purposes had been in use sufficiently long to be well understood, and the establishment of a municipal telegraph would naturally suggest itself. This object was effected by the passage of an ordinance in 1855 for the creation of a police and fire-alarm telegraph. The line was constructed by William J. Phillips, who, until 1884, was the superintendent, and went into operation in the spring of 1856. It was constructed for two purposes,—to furnish complete communication between the police stations and the central office, and also to connect the stations with each other, and also for the purpose of a fire-alarm which could be worked by signal-boxes placed in the streets and public stations. The operation was simple, and required but little skill, the machinery being nearly automatic. When the system went into operation, there was communication with the police stations in the various wards, and to the latter in the central station, with eighty signal stations. The celerity with which alarms can be given and conveyed to the stations of the fire companies has rendered this system extremely useful.

The American District Telegraph Company was founded in 1873, partly for local service, but on a much more extensive plan than the Local Telegraph. Its aim was, in the first place, to furnish to its customers a speedy communication with central and branch offices. For this purpose, instruments in the dwellings, offices, stores, and manufactories of the subscribers were connected by wires with branch offices, and instruments furnished by which instantaneous communication could be had, messages sent and received, and messengers summoned. In addition, burglar-alarms and fire-alarms were set up, acting automatically, and giving notice to the branch offices that something was wrong, so that, when necessary, officers vested with the powers of policemen would go at once to the place from whence the signal came; and, in case of a fire-alarm, the company's firemen with extinguishers would be promptly on the scene. Add to this the services of a trained corps of messenger boys, fleet and intelligent, and the service sums up a great public convenience. The first officers were: President, Daniel M. Fox; Vice-president, Henry Bentley; Secretary and Treasurer, M. Richard Muckle; Managing Director, William J. Phillips. The central office was set up at the corner of Third and Chestnut Streets, and branch offices were established in various parts of the city.

The Baltimore and Ohio Railroad Company in 1879 began to extend its telegraph lines and invite commercial business, forming a working co-operation with the American Union, to compete with the Western Union and other older corporations. In 1881 the American Union was bought out by the Western Union, which also endeavored to obtain control of the Baltimore and Ohio telegraph system; but its managers then, as they ever since have done, refused to listen to any proposition or to enter into any combination that would limit their absolute independence. Within the past two years, under the able management of Robert Garrett, the first vice-president of the Baltimore and Ohio Railroad, it has entered the field as a regular commercial company, and, besides constructing thousands of miles of new lines, it has made alliances by which it reaches all the chief cities and towns of the country. Mr. Garrett has shown most remarkable sagacity and enterprise, particularly during 1884, by engaging the services of the highest class of electricians and operators, and organizing his telegraph department on the broadest principles of efficiency. His plans, however, go beyond what has already been accomplished, and he is steadily increasing his telegraphic equipment, and pushing it out in new directions. His company has a close connection with the new cables to be laid across the Atlantic in the coming summer by Messrs. Bennett and Mackay. There are now in this city ten offices of the Baltimore and Ohio telegraph, all of which are in receipt of a large share of general business, and it has lines in successful operation leading to all the great cities of the world. In 1884 the Postal Telegraph Company opened an office in Philadelphia.

The multiplication of telegraph poles in the streets of the city, the stretching of wires along them (to the number sometimes of eighty and one hundred on a single pole) became of late years a great nuisance, and particularly hurtful in cases of fire by preventing ready access to buildings by the fire department. One of the first complaints against the telegraph system, in 1846, was that the poles were crooked, unsightly, rough, and unpainted. Some concession was made to taste by having the poles painted, but no effort could get them straight. The placing of them upon the streets was submitted to as a necessity in the interests of business. At the beginning the telegraph pole was like the letter T, with a short arm at the top upon which the wire was carried. As communication increased lower cross-arms were added, and many poles carry ten or twelve of them, each also sustaining a large number of wires. Such arrangement became to be considered by the public at large as an imposition, and the clamor commenced in the newspapers for the removal of the poles and wires. The telegraph companies generally insisted that it would be impossible to maintain an underground telegraph service, but

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incredulous persons, who knew what had been done in that direction in Europe, were quite determined in their opinion that the inconvenience of telegraph poles ought to be abated. On the 22d of March, 1880, City Councils passed an ordinance in which it was said, "In order to test the practicability and deficiency of several underground systems of telegraph, authority is hereby given to lay an underground line or lines of telegraph wires, tubes, or cables under the following streets: Beginning at Walnut Street wharf, thence west on Walnut Street to Dock Street, thence along Dock Street to Third Street, thence along Third Street to Chestnut Street, thence along Chestnut Street to Juniper Street, thence along Juniper Street to the new public buildings. . . . Each and every person or persons who may desire to lay underground wires, tubes, or cables, under the provisions of this ordinance, shall notify the superintendent of Police and Fire-Alarm Telegraph within ten days after the passage of this ordinance, in order that all such wires, tubes, or cables may be laid at one time in the same trench. The trench shall not exceed eighteen inches in breadth, and shall only be open between the hours of seven o'clock P.M. and six o'clock A.M., and not more than five hundred feet of the streets under which said lines, tubes, or cables are to be laid shall be opened at one time, and shall be placed in condition for travel as fast as the said lines, tubes, or cables are laid."[1]

In 1884 the following telegraph companies were in operation in Philadelphia:

American District, principal office southeast corner Third and Chestnut Streets, with twelve branch offices.

American Rapid, 103 Chestnut Street, eight branch offices.

American Union, 517 Chestnut Street, two branch offices.

Baltimore and Ohio, 304 Chestnut Street, ten branch offices.

Bankers and Merchants, 229 Chestnut Street, three branch offices.

Baxter Overland, 1001 Chestnut Street.

Continental, 30 South Third Street.

Delaware and Atlantic, 400 Chestnut Street.

Mutual Union, 103 Walnut Street, five branch offices.

Philadelphia Local, 107 South Third Street, twenty-three branch offices.

Philadelphia, Reading, and Pottsville, 204 South Fourth Street, one branch office.

Western Union, corner of Tenth and Chestnut Streets, thirty-six branch offices.

Telephone Lines.—The honor of the invention of the telephone is disputed between the friends of Elisha P. Gray, of Chicago, and Professor Graham A. Bell, of the Massachusetts Institute of Technology. These scientists were engaged in experiments to demonstrate the practicability of conveying sounds by telegraph in 1873 and subsequent years. Each of them demonstrated the possibility of sending such sounds. At the Centennial Exhibition at Philadelphia, in 1876, the uses of this invention were shown by Professor Bell to Gen. U. S. Grant, President of the United States, and to Dom Pedro, emperor of Brazil, by wires stretched between the Main Building and Machinery Hall, and this seems to have been the first public notice of the invention. Before this time, in the early part of 1876, Bell, in Massachusetts, succeeded in carrying on a conversation between two different houses, the recipients of the sound being drum-heads of goldbeaters'-skins, with a circular piece of clock-spring glued to each membrane. The tones of an organ were transmitted some distance about the same time. On the 13th of February, 1877, Bell made very successful demonstrations at Salem. He sent messages from Salem, Mass., to Boston, twenty miles away, and answers were received. On the 27th of the same month Gray, at Chicago, received by this means the tones and airs of a musical instrument which was connected with the telephone and played at Milwaukee, eighty-five miles away. The sounding apparatus had already become so much

[1] Up to 1884 there has not been much advantage taken of this privilege. An electric wire for lighting, peculiarly prepared by lead insulation, has been laid down between the *Public Ledger* office, at Sixth and Chestnut Streets, and the clothing establishment of A. C. Yates & Co., on the south side of the same street, near Seventh. Underground conductors for electric lighting upon the public lamp-posts have been laid down on the south side of the same street, communicating with the *Record* building on the north side, and extending as far as Eleventh Street. By ordinance of April 3, 1883, the Metropolitan Underground Telegraphic, Telephonic, and Electric Light Cable Company was authorized to lay down wires, tubes, and cables upon the same streets mentioned in the ordinance of 1880, with extensions on Fourth Street, south from Chestnut, to the office of the Pennsylvania Railroad Company; on Eighth Street, from Chestnut and Walnut, and along Walnut to West Washington Square and the office of the American District Telegraph, below Walnut Street; also along Delaware Avenue, between Dock Street and Washington Avenue; and on Ninth Street, from Chestnut Street to Fairmount Avenue, this work to be done by underground conduits. At the same time privileges of laying conduits on several streets were granted to Henry C. Gibson, Thomas S. Harrison, George Philler, and Winfield S. Russell, upon the following streets: Chestnut Street, from the Delaware River to Thirty-second Street; Twenty-third Street, from Chestnut to Sansom, and down the latter to Sixth, and down Sixth to Walnut, also Walnut Street, from Sixth to the Delaware River; Tenth Street, between Sansom and Filbert; Filbert, between Merrick and Ninth Streets; Market Street, between Sixteenth and the Delaware River; Third Street, between Market and Washington Avenue; Washington Avenue, from the Delaware River to Broad Street; Ninth Street, from Filbert to Green; Front Street, from Market to Norris; and Berks Street, from Front to Tenth. These grants were subsequent to an authority given to the Underground Conduit Company to lay a conduit on Market Street, from Broad Street eastward, the expectation being that telegraph, telephone, and electric light companies would make use of it. Except by the Thomson-Houston Electric Light Company, there has been little use of this convenience. The hope that the telegraph-poles would be shortly done away with entirely has not been strengthened by the passage of the ordinance, March 21, 1883, which gave to the Baltimore and Ohio Telegraph Company authority to erect poles and wires between Fort Mifflin, crossing Penrose Ferry bridge, and by way of Penrose Avenue and Passyunk Avenue to Mifflin Street and to Second, up the latter to Callowhill, and down Callowhill to the Delaware River, and along Delaware Avenue to Pier 19. A general ordinance to regulate the introduction and use of underground conduits, electrical cables, and wires for electrical conductors in the streets of the city of Philadelphia, was passed June 21, 1882. It was intended to encourage the laying of wires underground, but did not make that course an absolute necessity.

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improved that the music was heard through the large hall in which the demonstrations were made. About the same time Professor A. C. Dolbear, of Tufts College, Massachusetts, and Thomas A. Edison, of Menlo Park, N. J., were making experiments of the same kind. In 1878, Appleton's "Annual Cyclopædia," speaking of the inventions in 1877, said, "The telephone has been regarded as a toy, or a curiosity to play with; but, while it is undoubtedly extremely interesting as a novelty, it is very much more than this; it is scientifically and practically a great success. There are, undoubtedly, difficulties in its use, but, considering that it is a contrivance but of yesterday, the wonder is that it is so perfect. The telegraph was much longer regarded as an impracticable invention, and it is impossible to say how soon the telephone may not take rank among the necessities of common life."

This prophecy was substantially fulfilled in the same year. The "Cyclopædia" also said, "The impression produced by listening to a communication through this instrument has been aptly described as follows: 'The voice, whether in speaking or singing, has a weird, curious sound in the telephone. It is in a measure ventriloqual in character, and, with the telephone held an inch or two from the ear, it has the effect as if some one were singing far off in the building, or the sound were coming up from a vaulted cellar or through a massive stone wall.' The singing or speaking is heard microscopically, as it were, or rather microphonically, but wonderfully distinct and clear in character. The longest distance at which conversation has been carried on so far through the telephone is about two hundred and fifty miles. With a submarine cable conversation has been carried on between England and France across the English Channel. Conversation has also been held through the bodies of sixteen persons standing hand in hand."

About the beginning of the year 1878 the first company formed for the purpose of telephone communication was established in Philadelphia as the Bell Telephone Company. It located its central office at No. 400 Chestnut Street, in the old Philadelphia Bank building, for the purposes of an exchange. The wires used by the subscribers led from this place, and subsequently from the Wood building erected on the same site. Communication can be had with the office at any time, and every subscriber upon request is put in communication with any other subscriber which he may require by connecting the wires. By this means persons at each end of the terminus have direct speaking communication with each other.

The telephone companies in 1884 are as follows:

Bell Telephone Company of Philadelphia, No. 400 Chestnut Street.

Baxter Overland Telephone Company, 1001 Chestnut Street.

Clay Commercial Telephone Company, 1017 Chestnut Street.

Delaware and Atlantic Telephone Company, 400 Chestnut Street.

Electric Lights.—The first attempt at electric lighting was made in December, 1879, at the store and warerooms of John Wanamaker, at Thirteenth and Market Streets. The dynamic power was furnished by means of a steam-engine in the establishment. About the same time the keeper of a lager-beer saloon at the southeast corner of Ninth and Locust Streets put out an electric light and lighted his bar-room by electric lamps. The Continental Hotel followed shortly after with electric lights in the first story, and a large light displayed from the top of the building at Ninth and Chestnut Streets. The Girard House put out an electric light at Chestnut and Ninth Streets shortly afterward. Castor's tailor-store, at Eighth and Chestnut Streets, was brilliantly illuminated inside and out with electric lights, and Wilson's silversmith establishment, on Chestnut Street, near Fifteenth, made a grand show with a Jablakoff candle. A large laboratory for furnishing dynamic electricity was built on Lee Street, west of Nineteenth, in 1881, and the company succeeded in obtaining authority from Councils for the erection of poles, lamps, and wires, in 1881, upon an undertaking to light Chestnut Street, from the Delaware to the Schuylkill, free of cost for one year. There were forty-seven electric lights, and they were first put into operation Dec. 3, 1881. On the 16th of May, 1882, the office of the *Public Ledger*, at Sixth and Chestnut Streets, was illuminated in all the stories by the Edison incandescent electric lights. Some time afterward the office of the *Record*, on Chestnut Street, between Ninth and Tenth, was lighted by the Edison system, and the electric lights were adopted in the Philadelphia post-office. City Councils, by ordinance of June 21, 1882, granted to the Maxim Electric Light and Power Company authority to supply electric lights, etc., between Bainbridge Street and Vine Street, and from the Delaware to the Schuylkill Rivers; also between Vine and Green Streets from the Delaware to Twentieth Street, and on all the streets running north and south between the Delaware and Schuylkill from Washington Avenue to Columbia Avenue. On the same day a general ordinance was passed regulating the introduction and use of underground conduits for electrical cables and wires. It was of a general character, specifying the manner of laying down the cables and wires, with other regulations. Electric lights were placed in the new public buildings, at Broad and Market Streets, in 1882, and the new Pennsylvania Railroad Depot opposite was lighted by electricity from the date of its opening. In a short time this method of lighting was employed by storekeepers and others on Chestnut, Market, Arch, Race, and Eighth and Ninth Streets, and has been extending since. Delaware Avenue was lighted by electricity in the early part of 1883. There are several companies engaged in that business, using the systems and lamps of Brush,

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Maxim, Jablakoff, and Thompson & Houston. In the latter part of 1883 the gas lamp-posts on Chestnut Street, between Ninth and Eleventh, were, by permission of Councils, used for electric lighting, carried underground by the Thompson & Houston method, the electricity and power being furnished from the *Record* building.

CHAPTER LIII.

FERRIES, BRIDGES, PUBLIC LANDINGS, AND WHARVES.

Ferries on the Delaware.—The earliest road between New York and Philadelphia crossed the Delaware at the Falls, and below where the town of Trenton was subsequently located; but the increasing necessities of the settlements and, more particularly, the founding of Burlington soon called for united action on the part of Pennsylvania and New Jersey to provide another point of crossing lower down the river. Governor Andrew Hamilton, of New Jersey, took the initial step by writing to Governor Markham in October, 1696,—

"That it was formerlie with great difficultie that the post could goe to Philadelphia by Land, to the great inconvenience of correspondants and trade, and yt for remedie wheroof and accommodation of Travellers a ferry hath been erected on Jersie side att a great chairge, but that the way was not yet returned from the Landing on the pennsylvania side to King's road wch is three quarters of a mile and easily cleared; and therefore Requesting the Gov and Council to approve the said road and give the necessarie orders for clearing it."

Governor Markham complied with this request by issuing a warrant to Surveyor Thomas Fairman "to lay outt the kings road from dunck Williams Landing (the nearest & most convenient yt may be had & Least predujicial to the Lands and improvements of the neighborhood) Into the King's great road that leads to phila, and that a Return in words of Courses etc protracted figure thereof be made into the Secries office in order to be filed and recorded there as a finall Confirmacion thereof, and the Justices of the Peace for the County of Bucks be ordered to expidite the clearing of the road." Situated a little north of the upper boundary of Philadelphia County, this crossing was for many years known as Dunck's Ferry, and, as it connected with a road leading directly into the city, it afforded the readiest and most convenient passage of the Delaware for travel and transportation. In the Revolutionary epoch it became known as the Bake-House, on account of being the location of a bakery that supplied bread to the army. In 1700 "an act about erecting and regulating the prices of ferries" was passed, by which it was ordered that no ferryman be permitted to ply the river Delaware "in this government" without first giving bond that "they shall not carry out of or into this Province any strangers that may be suspected of piracy or being criminals or runaways." This statute was in force until 1712, when it was superseded by the act of XII. George I. for "establishing and regulating ferries over the Delaware River and Neshaminy Creek." In 1716 the Assembly of New Jersey established the rates of ferriage between Philadelphia and Burlington, as follows: Hire of a boat in winter (from Michaelmas to Lady Day) for a single passenger, 5*s.* 9*d.*; single passenger in company, 1*s.*; in the summer, 4*s.* 6*d.*; single passenger in summer, 9*d.* New Jersey also required the boatmen to take out a license.

A ferry between Philadelphia and the Jersey shore immediately opposite was authorized in June, 1695, by the court of Gloucester County, N. J., by this decree: "The Grand Jury consenteth and presenteth the property of Daniel Cooper for keeping a ferry over the River to Philadelphia at the prices following, that is to say: for a man and horse one shilling and sixpence; for a single horse or cow, one shilling and threepence; for a single man ten pence, and when ten or more six pence per head, and six pence per head for sheep, calfs or hoggs. To which ye bench assents."[1]

Feb. 22, 1718, an act was passed by the Pennsylvania Assembly for "erecting a ferry at or near the land of Daniel Cooper, deceased," and also "to Gloucester in the Western division N. J." When, on the following 31st of May, the Assembly adopted a provision to continue the ferries at Bristol to Burlington, and at the Falls of Delaware, it precipitated a controversy with the Governor, Sir William Keith, both parties claiming the original prerogative of establishing ferries. Four members of the Council—Richard Hill, Isaac Norris, Jonathan Dickinson, and James Logan—withdrew from the Council, on the plea that sufficient time had not been allowed them for consideration of the bill; but the Governor was not disposed to continue the opposition, and it was approved by himself and the three remaining councilors,—Samuel Preston, Anthony Palmer, and Robert Assheton. On Aug. 18, 1727, another act was passed "for establishing a ferry from the city of Philadelphia to the Landing at or near the house of Wm. Cooper, and another from or near the city bounds to Gloucester, in New Jersey." The eastern terminus of Cooper's Ferry was at what is now Federal Street, Camden. By this act a jurisdiction was conferred upon the Common Council of Philadelphia, which it

[1] Daniel Cooper is supposed to have been a son of William Cooper, a worthy and eminent member of the Society of Friends, who emigrated from Cole's Hill, in the parish of Amersham, Hereford County, England, and built a mansion on a high bank above Cooper's Point, called by him Pyne Point, from a dense pine forest which grew there. Cooper took up the land between Pyne Point and Cooper Street, Camden. On Sept. 30, 1681, William Royden bought the land on the Delaware from Cooper's south line to the line of John Kaighn, from whom Kaighn's Point was named. In the succeeding year Cooper bought out Royden's right, with a guarantee deed from Talacca and other Indians, and so acquired ownership of the river front from Cooper's Point to Kaighn's Point. Daniel Cooper's son Joshua and grandson William were long connected with the Delaware ferries.

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exercised by appointing Sylvanus Smout ferryman, with a lease for one year from September, 1727. Smout ran his boats across from the foot of High [Market] Street; and when, in 1735, the act of 1727 had expired, the Assembly proposed to vest the ferry right at that point in the corporation of Philadelphia. The Governor contended that he alone possessed the power to create such a franchise, and he did convey it to the city by a patent bearing date of Feb. 4, 1735, addressed by John Penn, Thomas Penn, and Richard Penn to the mayor and commonalty. It recites that the grant covered "the full and exclusive privilege of keeping and maintaining said ferry on this side of the Delaware," and that it should—

"extend northward to the mouth of Cohocksink Creek, wherein the mills some years since built by Thomas Masters dec'd now stands, and so far southward from the mouth of said Cohocksink Creek along sd river side to the dwelling house or lots of ground now in tenure of Wm. Hayes, a little below the south bound of the city, & for the better support & continuance of the sd ferry, and that the same may be duly kept & attended with sufficient flats boats & able men for the purposes aforesaid, with right to establish & take tolls etc. Rent one Beaver Skin per annum as of our manor of Springettsbury."

The landing on the Philadelphia side was probably that long known as the "Old Ferry," just below Arch Street, and William Rawle was chosen ferryman and given a lease for seven years, at the rental of thirty pounds per annum. He died before Feb. 24, 1748, as on that date William Cooper, one of his executors, applied for a new lease in his own name, to run until Francis Rawle, son of the former ferryman, should reach his majority and be able to undertake the business for himself. In 1755 the lease was renewed to the younger Rawle on the same terms as had been paid by his father, and as he was also dead by the time of its expiration in 1762 or 1763, it was awarded to his widow, Rebecca Rawle, and his executors paid the rental up to March, 1769. After the death of Daniel Cooper the ferry on the Jersey side is supposed to have been kept by his son, Joshua Cooper, and then by William Cooper. It got the name, at an early period, of "Lower Billy's," to distinguish it from "Upper Billy's," at Cooper's Point. The Federal Street ferry-house had on its front wall a tablet lettered "D M C, 1764," which were doubtless the initials of Daniel Cooper and his wife. From the earliest settlement of Camden up to about 1810 three classes of ferry-boats were in use. The smallest were the wherries, which would carry twelve or fifteen persons; and next larger were the "horse-boats," for the transportation of horses, carriages, cattle, etc. The principal craft were the "team-boats," which were propelled by horse-power.[1]

Even in the primitive days there seems to have been a great deal of travel across the Delaware. The long, roomy, clinker-built wherries, with iron-shod stems, were admirable boats of their class. If the ice was broken up in the winter they would be rowed through the channels, and when the river was hard frozen they were dragged across the ice by hand. Ladies and children were then allowed to remain in the boats, but it was expected that the men passengers would turn out to man the ropes. Neither in winter or summer was there any particular time assigned for the departure of the boats, which would, as a rule, only make their trips when they had obtained full complements of passengers.

The year was divided by the ferrymen into summer and winter seasons, one extending from March to December, and the other from December to March. In the summer they charged for each passenger twelve and a half cents; for wagon and horses, one dollar and fifty cents; for man and horse, fifty cents; and for cattle per head, fifty cents. These rates were doubled in the winter, but it generally depended on the oldest ferry-master to decide just when the condition of the weather warranted the advance. So long as the horse-boats were kept at anchor in the river only the single tolls were to be collected, and when they were brought in to the wharves that was understood to be the signal for enforcing the double tariff. There were several ferry-houses at Market Street and below it, but it is not easy to determine the connection between them and those on the Camden side. The ferry on the north side of Market Street was kept by William Phares in 1800, and by Asa Curtis, of Moorestown, N. J., in 1801. Capt. William Poole followed Curtis and remained until about 1815, when he was succeeded by Clement Reeves, who died some four years afterward. The latter's widow kept up the business, but about 1823 relinquished the ferry tavern to her son, Benjamin Reeves. As it was then customary for the ferry-master to keep an inn at the landing, the names of the ferry and the public-house became identified, so that in the course of a quarter of a century the Market Street Ferry was known at various intervals as Phares' Ferry, Curtis' Ferry, Poole's Ferry, and Reeve's Ferry.

Not later than 1810 steam ferry-boats came into use, the first being the "Camden," commanded by Capt. Ziba Kellum. It was the first steam ferry-boat built in Philadelphia, and plied between the lower side of Market Street and Cooper Street, Camden. In 1813 "the accommodating steamboat 'Twins'" ran from Poole's Ferry to James Springer's Ferry, at Camden, which was that previously known as Cooper's Ferry. Benjamin Reeves built the "Twins," and it was so named from being two hulls decked over. The "Franklin" was another of his constructions, as was also the "Benjamin Rush," a double-hull craft with

[1] Dr. L. F. Fisler, in his "History of Camden," gives the following: "Team-boats propelled by horses walking in a circle, and giving motion to the wheels. Ridgway, built by Benjamin Reeves, ran from the foot of Cooper Street; Washington from Market Street, Camden, to Market Street, Philadelphia; Phœnix, Constitution, Moses Lancaster, Independence. The team-boats employed sometimes as high as nine and ten horses. They were arranged in a circle on a tread-wheel connected with the main shaft. By stepping on the wheel the shaft would turn, and thereby propel the boat. Every day at noon there was an intermission of one hour, from twelve until one o'clock, which was devoted to feeding the horses."

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the wheel in the centre,—a type upon which numerous boats were afterward patterned. In 1828 the ferry steamers made up quite a fleet, among them being the "William Wray" and the "Philadelphia." The "Lehigh," commanded by Capt. Joseph Taylor, was the first vessel on the Delaware to employ coal for making steam. The "Vigilant" was built for the Cooper Street Ferry, but was burned after a few weeks of service. The "Delaware," which exploded its boiler on Oct. 31, 1837, was considered a curiosity, on account of having a vertical cylinder and a walking-beam.

In addition to the ferry that started from between Arch and Market Streets, there was one south of Market Street, which was kept, in 1785, by Richard Thorn, and after him by William Phares, John Negus, Joseph Bispham, Asa Gibbs, and John Nicholson. On Mellish's map, dated in 1816, three ferries to Camden are marked at Market Street. In 1819 the rates for passengers were reduced to six cents in the summer, and double that sum in the winter.

Dubious questions and some litigation were connected with the Kaighn's Point Ferry, which between 1809 and 1815 came into the possession of Christopher Madara through his lease of the property of Joseph Kaighn, below Camden. When the Pennsylvania and New Jersey Steamboat Company was incorporated, in 1815, it proposed to put on a line of boats from Kaighn's Point to Philadelphia; and as Robert Fulton, Robert Livingston, and John Stevens then claimed the sole right of running steamboats in the United States, it bought from them the exclusive privilege for the Delaware River within five miles north or south of Kaighn's Point, and thus the other companies were almost entirely restricted to the use of the old "team-boats" until the Supreme Court overthrew the claim of Fulton and his associates. But in the mean time the Pennsylvania and New Jersey Company had leased the ferry privileges at Kaighn's Point for ninety-nine years, and begun to run the "Union," the finest steamer on the river. Landings were made on the Philadelphia side at South and Washington Streets, and the enterprise might have proved remunerative but for the expense of building wharves and houses on both sides of the river. The income not being sufficient to meet these drains, the "Union" was taken off; and to hold the lease, which contained a clause that it should be forfeited if the ferry was not maintained, a small boat, the "Norristown," was substituted. Not long afterward the line was suspended, in consequence of the destruction of the "Norristown" by fire; and then the widow of Clement Reeves, who had bought Kaighn's Point and opened a hotel, brought suit against the company under the forfeiture clause of its lease, and won her case. She managed the ferry only a short time, and sold out to Ebenezer Toole, and at his death it was purchased by the Camden Ferry Company. He and Mrs. Reeves had done well in their administrations, having furnished four new steamers for the river transit.

Permission to establish a new ferry at Arch Street was granted by Common Council, on May 27, 1760, to Samuel Austin, he to pay thirty pounds annually to the city, and the lease to continue for three years. It was operated in connection with the house at Cooper's Point, and north of the old ferry landing on the Jersey side. Sarah Austin was credited with the payment of a portion of the rent in 1770, being then a year in arrears. Thomas Austin was, in 1776, a member of the committee of inspection, but proved so unfaithful to the popular cause that he was compelled to resign and sign an abject apology for his conduct. William Austin, yeoman, "late keeper of the New Jersey ferry," was proclaimed as a traitor May 21, 1778. This ferry was frequently called the New Ferry, and after a time the Upper Ferry and Cooper's Point Ferry, being the point of departure for "Upper Billy's." William Cooper was popularly known as "Uncle Billy," and his wife as "Aunt Becky," so that when the owners of the ferry christened their first steamer the "Rebecca" in her honor, the boat also got the nickname of "Aunt Becky." It had a wooden boiler clamped like a cask, but with iron flues, and was the first stern-wheeler on Delaware waters, from which feature it derived its second nickname,—"The Wheelbarrow." There had been several attempts to establish ferries to Cooper's Point besides those from Arch Street, and in 1819 a boat made the trip across from Green Street wharf. A ferry from Laurel Street to Cooper's Point was in operation for some years, and was known about 1840 as Burnap's Ferry.

In December, 1786, the Lower Ferry to Daniel Cooper's, which started on this side from Robert Waln's wharf, second below the Drawbridge, was begun by Joseph Wright. It touched at Windmill Island, where he erected a half way house, and announced that passengers "would always meet with hearty welcome and a hospitable fire in the cold season to warm and refresh themselves while waiting for an opportunity of evading those large fields of ice which generally float up and down with the tide and obstruct the passage during winter." This ferry was the inciting cause of the efforts made for some years after 1800 to build a bridge between Camden and the island, from which access by a short ferry to Philadelphia would be easy. There were many efforts for that purpose, and a bridge company was chartered.[1] But when the sanguine projectors were ready to put their stock upon the markets they found that there was no overwhelming anxiety to invest in such an improvement, and it was abandoned.

[1] The leading spirit in this enterprise on the Jersey side was Edward Sharp, of Camden. In order to accommodate the expected travel, he laid out Bridge Avenue, opposite Windmill Island. It was broader than usual with the Camden streets, and was utilized after the establishment of the Camden and Amboy Railroad for the use of its tracks.

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The establishment of a ferry at Gloucester Point, N. J., was sanctioned by the County Court of Gloucester, Jan. 1, 1688, by the following minute, which Muckle has preserved in his "Reminiscences of Old Gloucester:"

"It is proposed to ye bench yt a ferry is very needfull and much wanted from Jersey to Philadelphia, and yt Wm. Roydon's house is looked upon as a place convenient for, and the said William Roydon a person suitable for that employment; and therefore it is ordained from ye Bench that a ferry may be fixed, &c., to which ye Bench assents, and refere to ye Grand Jury to methodize ye same and fix the rates thereof."

Before the middle of 1695 the Roydon Ferry is supposed to have been abandoned. On the 1st of June of that year the following entry was made:

"The Grand Jury consenteth to and presenteth ye proposals of John Reading for keeping a ferry over Glocester River, and from Glocester to Wickaco at ye prices following,—that is to say, for a single man and horse two shillings and sixpence, and four shillings per head for more than one horse or cow, and one shilling and sixpence for a single man, and one shilling per head when more than one from Gloucester to Wickaco, . . . to all which ye Bench assents."

This crossing must have been included in the ferries legislated for as to rates by the Pennsylvania act of 1700, and re-established by the act of Feb. 22, 1718, to Gloucester and the western division of New Jersey. Greenwich Point, the landing on the Pennsylvania shore, was, before Penn's settlement, near the most populous section of the territories on the Delaware. The Swedes were numerous at Kingsessing and Wicaco, and a ferry to the Jersey shore must have been an early necessity. In the first part of the present century the Widow Marshall kept the Greenwich Point ferry-house, and was succeeded by G. De Vries. Caldwell & Brown were there in 1823, and in 1825 Mrs. Sprogell, daughter of Mrs. Marshall, became the proprietress.

The Kensington and Richmond Ferry, the route of which extended from Port Richmond directly across the Delaware to the Jersey shore north of Petty's Island, is indicated on the map of 1811.

In anticipation of the completion of the Camden and Amboy Railroad, the Camden and Philadelphia Steamboat Ferry Company was chartered in March, 1836, and in the following year it obtained permission from the Pennsylvania Legislature to cut the canal through Windmill Island. This company first ran its boats from the foot of Chestnut Street, but soon built its house at the south side of Walnut Street. The hotel was leased to J. B. Bloodgood, and the location became one of the great centres of trade and transportation. Rates of ferriage were reduced one-half by this company, which eventually removed its offices and docks to Market Street. Two of the boats with which it began business were the "State Rights" and the "John Fitch."

Ferries and Bridges on the Schuylkill.—It is probable that a ferry was established across the Schuylkill River at High Street almost as soon as the city was founded, as the first Assembly passed on Dec. 7, 1682, the following enactment:

"That there shall be ferry boats for men and horses, built within One year, ensuing the first Session of this General Assembley, over the Creeks; commonly called Neshaminee, Scuilkill, and Christeen, at the charges of the Counties they belong to, to be equally leavied upon the inhabitants thereof, according to the proportion of Land they hold, by the several Courts of Justice of their respective Countys. And the price shall be two pence a head for carrying over every person, and with an horse, four pence and for every led horse or other beast three-pence; The Income of which shall be equally divyded into the publick stock of the several counties, which rate shall hold for 7 years, from the date hereof.

"Provided always that if any private persons, will Undertake to provide the said places with boats at his own charge, he shall have the profit as afore said; And if any person that lives convenient for a ferry, shall refuse to keep the ferry, it shall be lawful, for another person that will, to build a house and have twelve acres of land, in such convenient place, paying yearly for it, so much as the county court shall adjudge reasonable, to the Owner of said land."

Philip England was keeper of this Schuylkill ferry in April, 1685, and elicited from Christopher Pennock and others a complaint to the Provincial Council that he did not provide the requisite facilities, whereupon the Council warned him "to Expedit a sufficient ferry boat for horses and cattle to pass to and fro over the Schoolkill as also to make the way on both sides Easy and passable both for horses and man to Loe water marke; otherways ye Council will take care to dispose of it to such as will perform ye same." England may have made a pretence of complying with these instructions, but about fourteen months afterward there was another complaint against "ye abuses of ye Schoolkill Ferry." In the act of May 10, 1690, the Schuylkill ferriage rates were fixed at "two pence a head for oxen, bullocks, cows, heifers, horses and mares, and a half a penny a head for sheepe and hoggs, and two pence for a single passenger and a penny apiece for all passengers above the number one; but for a man's horse loaden or unloaden three pence." In 1693, England's monopoly was confirmed to him by Governor Benjamin Fletcher, of New York, to whom he had exhibited his license under the hand and seal of William Penn, and who had been appointed by the crown in supersession of the Penn interest. The record of Fletcher's action is, that "in order to prevent hurtful competition it was said that he would discharge all others from Transporting anie persons over the Skuilkill near the said ferry for monie or reward until the Proprietaries' pleasure be knowen, which was approved. And some of the Councill on behalfe of the Proprietary did return his Excell. thanks." This same year some of the Swedish residents made complaint to the Assembly that they lived three miles distant from the Schuylkill, that their meeting-house on the other side was three miles distant, and that they were "restrained from passing the river the nearest way to their worship on Sundays and Holy dayes by Philip England, keeper of the ferry at Schuylkill." The trouble was that England contended that no one had a right to cross the river except at his ferry, but the Swedes procured permission to transport themselves to and from their church, "provided they doe not abuse this libertie to other

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ends to the prejudice of the ferry." England's lease was renewed in 1693, but he soon had competitors, among whom was William Powel, who established the Upper Ferry. When, in 1723, the Assembly vested the ferry franchises in the city, the tolls were established as follows:

For each person	1 penny
" " horse, loaded or unloaded	"
" a coach or chariot	1 shilling
" a chaise of 4 wheels	6 pence
" " " 2 "	4 "
" a cart or wagon with a loading	1 shilling
" " " without "	6 pence
" a sled, loaded or unloaded	1 penny
" every cow or other neat cattle, boated or swam	3 half-pence
" every live sheep	1 half-penny
" " " hog or swine	1 penny

On taking possession the city gave Aquila Rose a lease for twenty-one years, at ten shillings annually, and he stipulated to build a causeway on the west side of the Schuylkill, and provide the needed boats and buildings in good order. He overworked himself, and died in 1725, as told in Samuel Keimer's eulogy upon him.

Who directly succeeded Rose is not known, but in 1744 it was reported to Common Council that the lease had been transferred to George Gray, and that he had sublet to James Coultas. It was confirmed to the latter, coupled with the condition that he should pay half the expense, or one hundred and fifty pounds, of removing the buildings to a point nearer the ferry road, and erecting an additional structure for the accommodation of the people. In 1749 the Assembly ordered the tolls to be reduced, although Coultas strongly protested that, on account of his outlay on boats and causeways, he had made but one hundred and seventeen pounds profit the preceding year, and if the rates were cut down as proposed he would realize only four pounds per annum. In 1741 the road from the ferry to Lancaster was ordered to be opened its whole length. In the county of Philadelphia it crossed Haverford road, David George's Run, Blockley line, Ford road, Gulf Mill, and passed Merion meeting-house.

In response to petitions, the Assembly, in 1751, appointed Israel Pemberton, Sr., Thomas Leech, Peter Dicks, Hugh Roberts, Edmund Wooley, Jacob Lewis, Caspar Wistar, Charles Norris, Samuel Rhodes, and Benjamin Franklin as commissioners to examine the Schuylkill, ascertain the best place for bridging it, and estimate the cost. They made return in August; they had "sounded the depths and tried the bottom in various places from Peters' Island near the ford (at Ford road, now opposite Laurel Hill) down to John Bartram's" (below the Lower Ferry), and were "of opinion that the best place was near the end of Market Street, where Capt. Coultas now keeps his ferry." After reporting several plans of bridges, the commissioners asked further time for consideration of the subject. This was the earliest proposition to bridge the river, but it came to naught, as the subscriptions raised among the citizens were too meagre to justify the commencement of work. At the same time Coultas was an applicant for the renewal of his lease, which was granted for seven years, and an appropriation of six hundred and eighty pounds was made him in consideration of the improvements he had made. He gave up the ferry in 1755, in which year eight pounds was paid him for transporting Halket's and Dunbar's regiments across the river. The lease had now acquired such a value that when Evan Evans took it, in 1757, he was charged one hundred and seventy-five pounds per year, which was increased to two hundred pounds when Joshua Byrne succeeded him. Jonathan Humphreys was the next lessee, and was followed in 1771 by Joseph Ogden, who remained in charge during the Revolution.

These Schuylkill ferries were rigged with ropes running from shore to shore, by means of which the boats were drawn across. Navigators on the river frequently cut these ropes, thus delaying ferriage, and in 1766 the Assembly passed an act imposing a fine of ten pounds for such an offense; but to secure freedom of navigation it also enacted that under the same penalty the ferrymen must sink the ropes when they were not in use.

Robert Smith, in January, 1769, presented to the Assembly a memorial on the subject of erecting a bridge over the Schuylkill, in which he stated that he had made an improvement in the designs of wooden bridges raised on stone piers "by a simple method of suspending the platform below the arch which sustains it, by which means the piers are better secured than by any other method and applying the arch in the side to strengthen it; the whole being well covered to secure it from the weather. By these means a great saving is effected in the frame, and the height of the bridge is lessened." He exhibited a model of his invention, and while the Assembly was quite willing to aid in the execution of the project, its cost presented a serious objection. On Jan. 6, 1769, the Assembly appointed Messrs. Fox, Livezey, Pemberton, Chapman, Ashbridge, Pearson, and George Ross a committee—

"to inform the (City) corporation that the House is desirous to facilitate and promote the Trade of the City of Philadelphia by making the Middle Ferry on the Schuylkill a Free Ferry, or otherwise to appropriate the neat proceeds thereof to the amendment of the Roads as shall be thought conducive to the Promotion of such Trade and to confer with the said Corporation respecting the Sale of the said Ferry to the public."

Common Council's answer was the appointment of Recorder Benjamin Chew, Aldermen Thomas Willing, Samuel Shoemaker, and Amos Strettell, and Common Councilmen James Tilghman, William Fisher, and Edward Shippen, Jr., a committee to confer with the Assembly "on the subject of their proposition to purchase the Middle Ferry on the Schuylkill." At a subsequent meeting, the Council committee having made a report, it was resolved to postpone action until the Assembly should come to some fixed resolution, and at this point the proceedings rested.

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The project for a Schuylkill bridge was revived in 1774, when another committee of the Assembly reported that it could not be better located than at the Middle Ferry, but as alternative sites they mentioned the Falls of Schuylkill and Watson's Island, and estimated that at the Falls it would cost seven thousand five hundred pounds, and at the Island nine thousand five hundred pounds. No action was taken by the Assembly, and the first bridge across the Schuylkill at Philadelphia was constructed as a military necessity. In December, 1776, Gen. Israel Putnam was sent by Washington to command the defenses of Philadelphia against the advancing British army, and part of his instructions were to secure means for the speedy passage of the Schuylkill for citizens and troops. On this point Putnam consulted Capt. Richard Peters, and as no pontoons or boats were available, it was decided to construct at the Middle Ferry a bridge of the floating stages used by ship-carpenters. In a few days it was completed, and although the battle of Princeton rendered it not immediately needful for military purposes it was allowed to remain in place, and found to be a great public convenience. On Aug. 24, 1777, the Continental army marched across it and took the road to Wilmington and the Brandywine, and when the British were approaching Philadelphia shortly afterward, Maj. Casdorp removed it as one of the measures preparatory to the evacuation of the city by the Americans. During the British occupation they built another floating bridge at Gray's Ferry, which was finished Oct. 20, 1777, and two days later was moved up to the Middle Ferry. Capt. John Montressor, of the Royal Engineers, had charge of the work, and recorded its history in his journal. The bridge was destroyed by a storm on October 28th, and some of the boats ran aground on the west shore of the Schuylkill, and were set on fire by the American militia. Inside of two weeks it was rebuilt, and after the fall of Fort Mifflin Lord Cornwallis crossed it with two thousand men to cooperate with Sir Thomas Wilson in his movements.

When the British fled from the city they were too much hurried to destroy the bridge, and the Americans found it intact upon their re-entry. They moved it down stream to Gray's Ferry, and restored their old bridge to its original location at the Middle Ferry, where it was carried away by a freshet in the spring of 1780, just as Gen. Lacey and Capt. Hambright were, in pursuance of instructions from the Supreme Executive Council, considering whether it should be improved or sold. Col. John Mitchell then offered, on behalf of the quartermaster's department of the army, to replace it on condition that the troops and teams should pass over free of toll; but the Council thought best to rent the bridge to him for £8400 per annum. Seemingly an enormous charge, it is not so great when we remember that it was calculated in Continental currency, which was then so depreciated that a single individual crossing the bridge had to pay a toll of 2*s.* 6*d.*, and the rich merchant was taxed 45*s.* if he desired to go over in his chariot and four horses. Joseph Ogden, keeper of the ferry, was ordered to consider himself a tenant of the quartermaster-general, and all passengers not connected with the army were required to pay the full tolls. The bridge was replaced, and Benjamin G. Eyre brought to the Council a bill of £6432 for doing the work, stating that Col. Mitchell could not discharge the debt on account of not having the money. This difficulty was adjusted by the Council agreeing to advance the amount if Mitchell would give Eyre an order for it. The armies under Count Rochambeau and Washington passed over this and the Gray's Ferry bridge going to Yorktown in 1781. It and the house of Joseph Ogden were swept away by ice and high water on March 15, 1784, and in 1786 the controller-general made a report upon the accounts of Thomas Davis and Thomas Casdorf for constructing still another bridge at that spot. Ogden and his family narrowly escaped drowning in the flood, and their condition was so pitiable that a donation of three hundred dollars was made to him, and the city remitted two years' rent of the ferry.

None of the bridges erected up to 1786 were of a permanent character, and the community was demanding that the Schuylkill should be spanned by one that would resist the attacks of storm and freshets. Thomas Paine then came forward with the first plan of an iron bridge that was ever proposed. It was to be a single arch twenty feet in height from the chord line, and three hundred or four hundred feet span. Paine stated that the design was suggested to him by a spider's web, a resemblance to which was shown in a section of his model, and his fundamental idea was that the small segment of a large circle was scientifically preferable to the great segment of a small circle. After making the model at his home, in Bordentown, N. J., he set it up at Dr. Franklin's house in this city, from whence it was taken to the State-House, and eventually carried to Paris for exhibition to the Academie des Sciences. Paine's novel device interested the Philadelphia Agricultural Society, which petitioned the Assembly to examine it and grant a charter for a permanent bridge at the west end of High [Market] Street, and the Assembly resolved to incorporate any company that would agree to build the bridge and reserve to itself the tolls until they equaled the principal and interest of its obligations. In the next year Paine produced another model, and the Assembly chartered a bridge company, included in whose members were John Paine, Samuel Powel, and Robert Morris, with a nominal capital of $66,666.66. The company made a start by inviting designs for a bridge, and constituting as a committee to examine them Thomas Mifflin, David Rittenhouse, George Clymer, Samuel Powel, David Evans, Richard Wells, Francis Bailey, Francis Hopkinson, John Kaighn, John Sellers, Thomas Har-

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rison, Tench Coxe, Thomas Moore, John Chaloner, John Ross, and Stephen Pascal. Before they could make any progress all the bridges were destroyed by the flood of 1789. In December of that year Councils resolved that a permanent bridge should be built, but as the city treasury was much depleted, they applied to the State for aid, suggesting at various occasions that the ferry tolls, the floating bridge receipts, and the auction dues be devoted to a bridge fund.

The undertaking was dormant until the Legislature passed the act of March 16, 1798, constituting Richard Peters, John Perot, Godfrey Haga, Matthew McConnell, and William Sheaff to organize the "President, Directors, and Company for erecting a permanent bridge over the river Schuylkill at or near the city of Philadelphia." Five years were allowed for the construction of the bridge; the capital of the company was fixed at $150,000, and when the receipts from tolls should exceed fifteen per cent. on that amount, the surplus was to go into a redemption fund for the ultimate purpose of making the bridge free. The Legislature also reserved power to make it free after twenty-five years on the payment of its appraised value. Councils had now ascertained that the revenues of the ferry and the floating bridge were but $3500 yearly, and they sold the Middle Ferry rights to the bridge company for $40,000.

Timothy Palmer's design for a wooden structure was accepted, and the corner-stone of the eastern abutment was laid Oct. 18, 1800. Reynolds, the constructing engineer, encountered many obstacles, some of which were caused by the malice of the opponents of the bridge; but he conquered them, and on Jan. 1, 1805, it was thrown open to travel. There was no roof, and the wagon-way was in the centre, with footwalks on either side. On account of the flatness of the ground, it was necessary to build great embankments that led up to the entrances, which were surmounted by large flat arches. Mainly through the efforts of Judge Richard Peters, president of the company, the bridge was covered in the year of its erection. The eastern pediment was crowned by a wooden statue of "Commerce," and the western by one of "Agriculture," both carved by William Rush, and the toll-house stood in the centre of the causeway, near the eastern entrance. To render the western approach conspicuous, the company set up a marble obelisk bearing a sun-dial and inscriptions giving the main facts in the history of the bridge.[1]

Philadelphians were very proud of this bridge, so much so that when in January, 1806, it was in danger of catching fire from the burning of Howland's Tavern, five thousand citizens made their way to the Schuylkill on a bitterly cold night and over the ice and snow to save it, but the flames did not touch it. On April 22, 1834, the Whigs had a celebration at Powelton, the seat of John Hare Powel, on the west bank; and the party committee bought from the companies, for that day, the privilege of free passage over Market Street and upper ferry bridges to everybody. This incident set the people to thinking of the advantages of free bridges, and notwithstanding that the permanent bridge company persistently opposed it, the Legislature passed the act of March 16, 1839, "to authorize the construction of free bridges over the Schuylkill at or near Philadelphia."

By threatening to erect a free bridge at Mulberry [Arch] Street, the county commissioners brought the owners of the High Street bridge into negotiations for its sale to them, but there was still some haggling over the price. The commissioners were empowered to pay only $80,000 for it, and they were further restricted by the provision that one-third of the sum should first be subscribed and paid into the county treasury. But the company demanded $110,000, and the difficulty was adjusted by allowing it to remain in possession of the property until the difference was made up from the receipts of tolls, provided that the term was not to exceed one year from the execution of the conveyances. Thus the city became the owner of the bridge in 1840,

[1] This obelisk and sun-dial, after the bridge company had parted with its rights to the city of Philadelphia, was removed to the northeast corner of Twenty-third and Market Streets, upon the premises of the gas-works, where it still occupies a position near the street. The inscriptions are as follows, according to the original position of the monument:

Western Tablet.—"This bridge was erected at an expence of near $300,000 by a company incorporated the 27th of April, in virtue of a law passed the 16th of March, 1798. The coffer-dams, foundations, and other sub-aqueous works consumed a great proportion of the expenditure. It was commenced by laying the first stone of the Eastern pier. After many difficulties had attended the dam, on Sept. the 5th, 1801, and completed for passage Jan. 1st, 1805. The cover was begun and finished in the same year."

Northern Tablet.—"The Eastern pier was first erected in a depth of water of 21 to 24 feet in a coffer-dam. The lower course of masonry is bolted on the rock. The Western pier—attended with greater difficulties, constant hazard, and unavoidable expence—was commenced in the midst of an inclement winter, within a coffer-dam of original and appropriate construction, in which 800,000 ft. of timber were employed. The depth of water from the rock is 41 ft. No pier of regular masonry in so great a depth of water is known to exist in any other part of the world. The masonry of this pier was begun on Christmas day, 1802, and erected from the rock to low water mark in 41 days and nights, after 7 months had been occupied in preparing the dam and retrieving its misfortunes. These piers are in length 71 ft. 6 in., and in thickness 30 ft. at the bottom, battering to the top, where they are in length 60 ft. 10 in., and in thickness 19 ft. 4 in. The height of the Eastern pier from the rock is 40 ft., and that of the Western pier is 55 ft. 9 in. The first contains 3659 perches, and the latter 6178 perches of masonry. The Eastern abutment is 18 ft. thick, and its wings are founded on the rock. The Western abutment of equal thickness, and its wings are built on a platform supported by piles. Splay of the wings 6′ ft."

Southern Tablet.—"Dimensions of the bridge: Length, 552 ft.; abutments and wings, 750 ft. Total, 1300 ft. Span of smaller arches each 150 ft.; of middle arch 194 ft. 10 in. Width of the bridge 42 ft. Curvature of the middle arch 12 ft.; of the smaller arches 10 ft. The curves are catenarian. Rise of the carriageway 8 ft. Height over the platform to the crossties 13 ft. From the surface of the river to the platform is the greatest elevation 31 ft. Elevated above all floods ever known in this river. Inclined plane to entrances 3½ degrees."

Eastern Tablet.—"The bridge is in itself the most grateful reward expected from its institution. A recompense the most honorable to those who by liberal advances and long privations of profit, unassisted by public pecuniary aid, encouraged and supported; and a memorial the most acceptable to those who by enterprising, arduous, and persevering exertions achieved this extensively beneficial improvement."

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and the tolls were abolished. Nine years later it was reconstructed to accommodate the tracks of the Pennsylvania Railroad, which were placed on the north side; and the south side was afterward occupied by the tracks of the West Philadelphia City Passenger Railway. This bridge remained in constant use until Nov. 20, 1875, when it was totally destroyed by fire. Much embarrassed by this disaster, the Pennsylvania Railroad Company erected, a little north of the old piers, a trestle work upon which to cross their trains; but this arrangement was so unsatisfactory that under authorization of a Council ordinance of December 2, the company undertook to put up at Market Street a bridge that should last three years, and be completed within thirty days. It was actually finished in two hundred and seven working hours, and outlasted for some years the time specified in the contract. In 1881 it was observed that the timbers showed signs of decay, and Councils passed the ordinance under which the construction of a new stone bridge of great dimensions was provided for.

Benjamin Chambers was probably licensed to operate the Lower Ferry on the Schuylkill shortly after the Swedes made complaint, in 1673, that Philip England was obstructing their passage at the Middle Ferry. In 1696 it was directed that the king's great road be laid out from the lower ferry on the Schuylkill, commonly called Benjamin Chambers' Ferry, "to come into the southernmost street of the town of Philadelphia, and which street runs from the Delaware River unto the Schuylkill." This was our present South Street, then styled Cedar Street, and the highway established between it and the ferry was the Gray's Ferry road. Another order was made to lay out a road on the west side of the Schuylkill, "from Benjamin Chambers' ferry, to goe so far in the road that leads to Darby as may be, and from thence the nearest best and most convenient that may be had, and least prejudicial to improvements of the neighborhood, to the town of Hertford." Chambers made complaint to the Council, in 1706, that after he had erected his ferry and rendered it more commodious by the invention of a boat of a kind never known before, some one was attempting to set up a rival ferry near him. Three years afterward he was complaining that while repairing his long causeway he was interfered with by Rev. Andrew Sandle, the Swedish minister, who objected that it passed through his land; whereupon the Council admonished Sandle to refrain from obstructing the Queen's road. About 1711, Joseph Growden, owner of the mills at Mill Creek, complained that Chambers himself had obstructed the road at the ferry by placing his house in the middle of it. The idea of Growden was not so much to benefit the public by widening a highway, as it was to obtain for himself a ferry-right at the mouth of Mill Creek, where, he represented, there was an easy road and a better passage, but the Assembly nevertheless refused to grant him any privileges.

Chambers was followed as ferry-master by George Gray, who died in 1748, and bequeathed his interests to his widow. The next year she, in protesting against the proposed reduction of tolls, declared that her husband had bought the ferry for £1150, subject to proprietors' quit-rent, and had expended £300 more in improvements. Gray gave his name to the ferry.

While the British were in occupation of the city during the Revolution, they had for a short time a bridge of boats at the Lower Ferry, and the Americans may be said to have made it a fixture there. Washington crossed it April 20, 1789, traveling from Mount Vernon to New York to assume the Presidential office, and it was gayly decorated in his honor, being walled in and arched over with laurel, and ornamented with flags. Among the ensigns displayed was the one which Captain Bell had when abroad hoisted on his ship as the Pennsylvania colors, the commonwealth not having then adopted any device. Another banner showed a sun more than half way above the horizon, with the motto, "The Rising Empire," while the old Revolutionary emblem of the rattlesnake and the warning, "Don't tread on me" was of course prominent. As the President passed under the western arch a child lowered a laurel wreath, which rested on his brow, while the guns of Captain Fisher's artillery saluted, and the people cheered. A week afterward Mrs. Washington, on her way to New York to join her husband, received a public welcome at the bridge.

The bridge was carried away by the flood of 1789, but was quickly rebuilt. George Weed became tenant of the ferry about 1794. George Ogden succeeded him, and after a time George Weed returned. Curtis Grubb was next tenant, and then came the Kochesbergers, who were in occupancy before and after 1835. In 1806 a movement was made for the incorporation of a company to build a permanent bridge at Gray's Ferry, but the scheme was strongly antagonized, unless the interests of navigation were protected by a draw, or by making the bridge high enough for vessels to pass under; and in granting the charter the Legislature stipulated that the floor should be seventy-five feet above low water. George Gray was to get two hundred shares of the stock in payment for his ferry franchise, but the company failed to obtain large subscriptions, and the floating bridge continued in use. Two or three times it was carried away by floods and renewed, but on each occasion a controversy occurred, the Schuylkill watermen declaring that it obstructed navigation, while the residents on the river shores protested that the draw was so often open to permit the passage of vessels that their own movements were seriously delayed.

These contestants could arrive at no compromise, and so the floating bridge remained in place until 1838, when the Philadelphia, Wilmington and Baltimore Railroad Company built its bridge, at a cost, including the ferry rights, of nearly $200,000. The

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tracks occupied the south half, and the remainder was opened to general travel; but since the Pennsylvania Railroad has acquired control of the Philadelphia, Wilmington and Baltimore Railroad, its only use for railway purposes is the transfer of cars from the Delaware River Front Railroad by way of Washington Street. It was at first a toll bridge, but by a contract between the company and the county commissioners, in 1839, it was made free.

The Upper or Callowhill Street Ferry, on the Schuylkill, must have been in the possession of William Powel previous to 1693, as on June 27th of that year Philip England, who has already been shown to have been so jealous of his monopoly at the Middle Ferry, memorialized the Provincial Council that Powel "did ferrie people over the Schuylkill to the petitioner's great damage." Powel responded by exhibiting a paper signed by the grand jury in 1692, and indorsing a ferry at his house as "a convenience." On this showing the court issued an order that he might continue the business, and then there was once more sprung the constantly-recurring question as to the authority for granting the valuable ferry franchises, which earned so much revenue that the jurisdiction over them was worth a controversy. The proprietary and his agents, in Powel's case, maintained that neither Assembly, court, or grand jury possessed the power to grant a license, and he was warned that he must not act under the supposed franchise obtained from the court. If he promised obedience to this mandate from the Governor he did not keep his word.

In February, 1794, the accusation was brought against Powel that, in contempt of the Governor's order of 1693, he was still virtually the ferry-master, although he pretended that he had sold his boat to certain persons, who had employed Nathaniel Mullinax to do the ferriage. Powel and Mullinax were summoned to answer this charge, and the latter replied that "most of the people of Harford and Merion and some of Darbie imployed and hyred him to ferrie ym over, and that they were to pay him his wages, and that he knew no reason why he might not work for his living as well as others." This plea did not satisfy the Council, which ordered that Mullinax be sent to prison until he gave security that he would "ferry no more persons, horses, or cattles over the Schuylkill at Wm. Powel's for gift, hyre, or reward, directly or indirectly." The security not being forthcoming, the sheriff seized the boat, and in applying for its return the owners declared that they meant no contempt, and that they needed it "for their more easie coming to their meetings, fares [fairs], and marketts, and to the election of representatives to serve in the ensuing Assembly, they might be permitted to transport ymselves therein." The intimation in regard to the exercise of political rights was very shrewdly conceived. The Council might have denied their claims for speedy access to markets and fairs, but when they declared that they might be injured in their suffrage rights if they could not cross the Schuylkill in their own boat, the Council could do nothing but restore it to them, under a proviso that they must not do ferriage for pay until William Penn could arrive and give a final decision. Practically, this was the end of the dispute.

In 1695 the Welsh settlers petitioned the Council for a ferry at Powel's, and they were too important in numbers and influence to be turned away with a refusal. A liberal concession was granted by the Assembly, and when Penn returned from England in 1700 he ordered the two ferry proprietors, Chambers and Powel, "that they do not after daylight is shutt in transport any persons yt if not well known to you or yt cannot give a good account of ymselves." In June, 1708, authorization was given for a road to be opened from Powel's house, passing by Haverford Meeting to Goshen, in Chester County, and this was the establishment of the Haverford road, which has always been directly connected with the Upper Ferry.

Powel had maintained his own claims against those of England and the Council, and he was no less successful in 1706, when he procured an order forbidding the competing ferry that the people of Merion and the Welsh tract had established. Some time after the Revolution a floating bridge was set up at his ferry, but the first date that we have in connection with it is derived from the record that it was swept away by the freshet of January, 1789. Having been restored, it met with another calamity of the same kind in 1810, and the Legislature then chartered a company with a capital of forty thousand dollars to construct a permanent bridge and hold the vested right in the property for twenty-five years. As soon as the toll receipts exceeded nine per cent. yearly upon the investment, the surplus was to be converted into a redemption fund. In order to increase facilities of travel, the company was permitted to construct an artificial road from the intersection of the Lancaster turnpike at the west side of Schuylkill to the bridge, and thence on the east side to Ridge Avenue at Ninth Street. Lewis Wernwag built the bridge on what was then a novel plan, by spanning the river with a single arch and discarding a centre pier. This span was by ninety-eight feet greater than any other in the world. The corner-stone was laid with Masonic ceremonies on April 28, 1812.[1]

[1] A piece of copper was placed upon the corner-stone upon which the following inscription was engraved:

"THIS BRIDGE

was founded in the year of our Lord one thousand and eight hundred and twelve under the superintendence of the following Board of Managers:

Philip Wager	Cadwallader Evans
John Britton	Martin Dubbs
Abraham Sheridan	Samuel Breck
Samuel Richards	and

Louis Wernwag architect."

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On Sept. 1, 1838, a fire, supposed to have been of incendiary origin, destroyed this bridge, and no attempt was made to rebuild it until operations were commenced under the free bridge act of 1839, when the city of Philadelphia appropriated thirteen thousand dollars toward purchasing the rights, and the county commissioners contracted with Charles Ellet, Jr., to erect a wire suspension bridge of his own design. With the exception of White & Hazard's bridge near the Falls, which was finished in 1816, it was the first of its character in this country. The commissioners of Spring Garden had control of it, and it was opened to the public on Jan. 2, 1842. For more than thirty years it stood unimpaired, but in 1875 the fact became apparent that it had nearly filled its period of usefulness, and the rapid improvement of Spring Garden Street westward to the abutments of Fairmount basin led to the inquiry whether the passage from that street could not be accommodated at Fairmount. The chief engineer of the city designed a double-decked bridge by which, on the lower story, Callowhill Street could be carried across the Schuylkill, and by a plane rising at Twenty-fifth Street, and winding around the base of the reservoir, a sufficient height was obtained to carry Spring Garden Street by the upper deck across the river to intersect Bridge Street [now Spring Garden] at grade. This bridge was built in 1874 by the Keystone Bridge Company of Pittsburgh, and has a length of twelve hundred and ninety-five feet from shore to shore, to which must be added fourteen hundred and thirty-five feet for the abutments and approaches.

Penrose's Ferry, or the Rope Ferry, was a consequence of the establishment, in 1742, of the pest-house or hospital on Fisher's Island, afterward called Province Island and State Island, on the west side of the Schuylkill. The opening of a road from the lower part of the city through the Neck to the point where the ferry was established probably followed immediately afterward. In the Pennsylvania Archives, Samuel Penrose is named as the keeper of the ferry in 1776. Faden's map of 1777 leaves it to be inferred that the road plunged into the marshes at some distance from the shore, but Hill, in 1806, carries it out to the Schuylkill, and marks the ferry and the ferry tavern. The opening of a new road between the old pest-house and the new lazaretto hospital added much to the revenues of Penrose's Ferry. In an act of the Legislature passed March 31, 1806, this was called the Lower Ferry, and Gray's Ferry was denominated the upper bridge. An act of Assembly was passed April 9, 1858, authorizing the incorporation of the Penrose Ferry Bridge Company. They put up a bridge there which soon proved to be weak and dangerous, and a new one was thrown open to the public on June 30, 1860, although it was not converted into a free bridge until some years subsequently. On July 7, 1876, the centre span fell into the river, and on Jan. 20, 1878, another bridge was completed.

Mendenhall's Ferry was north of the Upper Ferry, and at the point where the old ford was established, between what is now North and South Laurel Hill Cemetery. It was on a road that led up to the Ridge road. Previous to the Revolution it was known as Garrigue's Ferry, and as Mendenhall's after the commencement of the present century.

On April 19, 1807, an act of the Legislature granted to Robert Kennedy, who then kept a tavern at the Falls of Schuylkill, rights for the use of the water-power, on condition that he would build locks around the falls for the accommodation of the boats that navigated the river, which, coming from Reading, were called "Reading," or "long" boats. Although Kennedy failed to construct the locks, he and Conrad Carpenter built a chain bridge in 1809, which broke down in 1811. In the mean while Kennedy had sold his rights to Josiah White and Erskine Hazard, who had erected a rolling-mill and a wire-factory. By authority of the act of April 2, 1811, a company put up another chain bridge, and when it gave way, in 1816, White & Hazard constructed a wire suspension bridge across the river from the top windows of their mill to some large trees on the western side, from which there was a descent by steps. It was for foot passengers only, and but eight persons were permitted on it at any one time. This was certainly the first wire suspension bridge in the United States, and probably in the world. It cost the builders one hundred and twenty-five dollars, and they charged a toll of one cent until they were compensated for their expense, when they made it free. About the end of 1817 the Schuylkill Falls Bridge Company completed the wooden bridge that was destroyed by the flood of Feb. 21, 1822. In 1829 another company under the same name erected a new bridge that stood until burned on Aug. 26, 1842, and was succeeded by the "Old Red Bridge," which was swept away by the freshet of Oct. 23, 1878.

On March 22, 1809, the Legislature incorporated "the managers and company for erecting a permanent bridge over the Schuylkill, opposite Flat rock, with a capital of $10,000 in shares of $50 each." The bridge was finished in 1810, was the second permanent bridge in Philadelphia County, and extended

On the reverse was the following inscription:

"In the name of Almighty God
In the thirty-sixth year of American Independence
And of Masonry 5812
Jonathan Bayard Smith R. W. past Grand Master of Masons
Attended by the
R. W. Deputy Grand Master Peter Le Barbier Duplessis
And the Grand Officers
The honorable James Milnor being R. W. Grand Master of The State of Penna.
And a numerous assemblage of brethren
Laid the first stone of the
BRIDGE
On the 28th of April, 1812,
Which May God Prosper."

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from Flat Rock, above Manayunk, over to Lower Merion township of Montgomery County. On the 19th of September, 1833, it was broken down by two teams drawing wagons on which were heavy blocks of marble crossing at the same time, but this damage was soon repaired. In 1850, September 2d, Conshohocken bridge, four miles above, was carried away, and came down with such force as to sweep off the Flat Rock bridge. This bridge crosses opposite the end of Domino Lane leading toward Mount Airy.

The Schuylkill Navigation bridge is immediately south of the Falls bridge, at the foot of canal navigation on the east side of the river, and was constructed to facilitate the transfer of the boats. It is built at a slight angle, so that its eastern landing is not far from the entrance to Manayunk bridge.

In 1828 an act was passed "to authorize John Towers to erect a bridge on the canal and river Schuylkill at a town called Manayunk in the County of Philadelphia." Towers was the first mill-builder at Flat Rock, afterward called Manayunk, and entitled to the distinction of being the founder of the village. Under the act of Assembly Towers was compelled to finish the bridge in three years. At the expiration of twenty years the county commissioners were to be privileged to apply to the Court of Quarter Sessions to appoint a jury to view and value the bridge, taking into consideration the tolls received, and report the same to the Quarter Sessions, and upon approval and payment of the amount settled upon, the bridge was to become the property of the county. Capt. Towers did not build the bridge within the specified time. On the 24th of March, 1832, an act was passed "to incorporate a company for erecting a bridge over Schuylkill river and canal at the town of Manayunk." The preamble recited that Towers had failed to erect the bridge within the three years, in consequence of which the new company was incorporated. There was a provision in this act that whenever the tolls received for passing over the bridge exceeded nine per cent. annual profit on the capital, the excess should be appropriated to purchasing the stock. In order to prevent the failure of this plan by the indisposition of stockholders to sell their shares, it was directed that the subscribers should determine "by lot" from time to time whose share or shares were to be paid off, the price to be at par, and whenever the whole number of shares were purchased, "then the bridge shall be free except as to a small toll to keep the same in repair." The bridge was finished in 1833. The site was that of Righter's Ferry, an establishment which probably went back in point of date to 1707 or 1708. Application was made in 1706 for a road from the Lower Merion meeting-house to the river Schuylkill, a distance of two and a half miles, "where a ferry is to be established."

The Philadelphia and Columbia Railroad was carried across the Schuylkill on a wooden viaduct just below the residence of Judge Richard Peters. It was opened in March, 1834, and was also used by the Philadelphia and Reading Railroad. After the Pennsylvania Railroad was chartered and the general traffic operated by way of the Market Street bridge, the Schuylkill viaduct was purchased by the Reading company. For twenty years this structure was known to Philadelphia only as the Columbia Railroad bridge. A new generation which has come forward within the thirty years succeeding knew it only as the Reading Railroad bridge. It has been an exceedingly lucky structure, withstanding floods and ice without harm and never having suffered by fire.

The Reading company also constructed at the Falls of Schuylkill a wooden bridge that was opened Jan. 10, 1842, and destroyed by fire on the following 26th of August. In 1843 a stone bridge was begun, but the railroad company became entangled in financial difficulties, and it was not completed for a long time.

By the act of March 27, 1852, the county commissioners were required to build a new bridge at Chestnut Street, and one at or near Girard Avenue, cost not to exceed one hundred and seventy-five thousand dollars each. The Girard Avenue bridge was finished in the summer of 1855, but proved so poorly constructed that in December, 1872, the grand jury made presentment that its condition was dangerous. This admonition not being heeded, the grand jury found a true bill against Select and Common Councils for maintaining a nuisance in permitting the bridge to remain open. Councils then had a temporary structure put up, which has been replaced by the present magnificent bridge at an outlay of one million four hundred and four thousand four hundred and forty-five dollars. It is one thousand feet long and one hundred feet wide,—the widest bridge in the world,—is constructed of iron and stone, and was ready for travel July 4, 1874.

Although a bridge at Chestnut Street was contemplated by the act of 1852, it was not until 1857 that Councils decided to build it. The expense had acted as a deterrent, but it was partially overcome by a requirement in the charter of the Chestnut and Walnut Streets Passenger-Railway Company that it should contribute one hundred thousand dollars toward the cost. The bridge was built on the designs of Strickland Kneass, and opened June 23, 1866. Its whole length is fifteen hundred and twenty-eight feet, and it is a finely ornamental specimen of bridge architecture.

As a consequence of the building of the elevated railway by the Pennsylvania Railroad from West Philadelphia to its Broad Street Station, it became necessary to bridge the Schuylkill at Filbert Street, and the work was finished Feb. 16, 1881. The Filbert Street bridge was built by the railroad corporation.

The building of a bridge over the Schuylkill at South Street was not considered a public necessity, but was forced upon the city by the Pennsylvania Legislature, which, on April 1, 1861, passed the act

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requiring Councils to construct a bridge at a cost of not over two hundred and fifty thousand dollars. In compliance with the protests of citizens of Philadelphia, Governor Curtin disapproved the bill, but it was passed over his veto. Two days later the Lombard and South Streets City Passenger Railway Company was incorporated, with right of way for its tracks over any bridge that might be constructed at either of those streets. For five years Councils refused to obey the legislative mandate, and on April 5, 1866, the Legislature passed a supplementary act appointing commissioners to build a bridge at South Street, the cost of which should not exceed six hundred thousand dollars. There was a proviso that if Councils would order the erection of the bridge prior to July 1, 1867, the powers vested in the commission should be superseded and devolve upon the city. But Councils refused, and a resolution was passed Jan. 21, 1867, requesting the Legislature to repeal the acts of 1861 and 1866. No notice was taken of these petitions at Harrisburg; in fact, another supplement was passed directing the "Chief Engineer of the City to build the bridge under the supervision of the Commission, and to place a draw in it." Permission to add two hundred thousand dollars to the cost was also given, and although the city carried the case into court, it was defeated on all points. The Legislature then ordered the city to make a loan of eight hundred thousand dollars to pay for the bridge, and the commission was increased to thirteen members, with as its president the president of the railway whose interests were so deeply involved. On March 30, 1870, a contract was made with John W. Murphy, and the bridge was opened for pedestrians Nov. 30, 1875, and for general travel Feb. 17, 1876. It has a draw, and, including approaches, is two thousand four hundred and nineteen feet in length. In less than two years a considerable portion of the structure fell in on account of the slipping of the piles on the shelving rock of the river-bed. Arch after arch went down, and the bridge was not much more than a wreck. A trestle-work was erected, and still continues in use.

Ferries and Bridges Over Tributary Streams.—In the years immediately succeeding the foundation of the city Dock Creek was a clear and pretty stream, and navigable as far as Third Street. The common name of Drawbridge would indicate that there was an opening at Front Street through which vessels might pass, and it was known by this name in 1713, according to John F. Watson's statements. Watson says that Charles Thomson told him he had often seen such vessels as sloops and schooners loading with flour for the West Indies on Dock Street, near to Second Street, and a very aged informant (Mrs. Powel) had seen a schooner once as high as Girard's bank. Charles Thomson came to this city in 1740, and it is quite possible that in his day vessels passed up the creek. But the statement ascribed to Mrs. Powel is difficult of credence, if she was the widow of Samuel Powel and daughter of Charles Willing. Miss Willing was born in 1743, and her reliable recollections might extend back as far as 1753, but before that time the bridges over the creek at Second Street and Walnut Street must have been permanent, as they are designated as brick bridges in the minutes of Common Council. There is no evidence that they were furnished with draws, and unless they were so provided they closed the stream to navigation. According to Council minutes of June 1, 1705, Henry Badcock and John Budd were appointed overseers of the repairs of Second Street bridge; and, in 1717, Thomas Bradford, Thomas Wharton, and Thomas Radley were "overseers of the work to be done in repairing the two brick bridges, one in the 2nd St., and the other in Walnut St." In the succeeding year Samuel Powel, being called upon by Common Council to pay his stall rents, "prayed a discount, he being considerable out of Pocket in Building of ye Bridge over ye Dock in Walnut St. It is ye opinion of the Board that such discounts may be Inconvenient; Nevertheless how farr this city is obliged to pay off Samuel Powel's demands is ord[d] to be Examined by Alderman Carter, Thomas Griffits and George Claypoole," on whose report Powel and John Parsons were paid £35 3*s.* 11*d.* "for building a stone and brick bridge over Walnut St. Dock."

In May, 1720, Councils contracted with Edward Collins to build, for one hundred and twenty-five pounds, a bridge twenty-five feet wide over the dock at Second Street, but as numerous citizens wished it the full width of the street, Councils agreed to pay thirty-five pounds more toward the increased breadth if the citizens would pay the remainder of the cost. There is no allusion to draws in these proceedings, and the creek must have become gradually filled up as the city grew.[1]

Mr. Watson ingeniously suggests as a way out of the difficulty that vessels passing beyond Second Street struck their masts in order to go under the bridges. If such had been the case the bridges would of necessity have been well set up above the water, requiring causeways as a means of approach, or extensive filling up of the streets, at large expense, but no such items of cost appear. The bridge at Third Street was first of wood, which gave way, in 1740, to a stone structure, costing seventy-nine pounds.

Coconoon was the Indian name for Dock Creek, and on account of its width and depth in the early colonial days, it seems to have much impeded intercourse between the northern and southern sections of the town. We may presume that under the general

[1] About 1835 or 1836 the culvert which brought down the entire discharge of Dock Creek, when the building of that means of relief was agreed upon, after the yellow fever experiences of 1793, 1797, 1798, fell in, and left a great opening near the front of the Merchants' Exchange. The entire work was exposed. The culvert, which came down Walnut Street, was probably seven feet in diameter, and the discharge into it at that time was very small.

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law of 1682 a bridge was built over it. In 1704 the grand jury presented it as being "insufficient and dangerous to man and beast." Two years afterward another grand jury reported that it had viewed the place where the bridge was, and that it had been broken down and carried away by storm, so the recommendation was made that it be rebuilt. In the minutes of Council, June 1, 1705, it was called Society Hill Bridge, as it gave passage to Society Hill, where most of the property had originally been owned by the Free Society of Traders. Up to 1716 the work still lagged, as we are informed by the following extract from the minutes of that year:

"The Bridge over the Dock at the South End of the ffront Street, and the causeway from thence to Society Hill, being as yet unfinisht, And the Water having washt away some part of the Causeway, Insomuch That it is not only become very Dangerous but if not speedily finisht, will create a much Greater Charge, And the persons who were appointed Overseers for Doing the same, having not Sufficient in their hands to Carry it on. It is Agreed And Ordered that if the sd Overseers will Advance money for the Compleating the sd work, they shall be paid their Disbursement out of ye publick Stock of this City, and so shall the overseers for the Market Wharf wch is yet unfinished." In August, 1717, Messrs. Dickinson, Morris, and Venning were "Desired to continue the Care abt ye Bridge & Causeway at ye South End of the town, & Get the same finish with all speed and afterwards present their acc'ts."

In 1739 Dock Creek had grown exceedingly offensive. Many citizens charged the nuisance to the tanneries on its banks, and petitioned the Assembly to remove them, but the tanners defeated this attack on their interests. On Feb. 24, 1748, a committee made report to Councils that the contagious swamp between Budd's buildings and Society Hill should be made into a dock sixty feet wide, as far as the swamp extended westward, with a branch thirty feet wide on the southwest and forty feet wide on the northwest, and that the remainder be filled up and walled in, the property-holders agreeing to dig out, cleanse, and wall their premises on condition of being granted the wharf rights. Dr. Franklin was one of the signers of this report, which gravely urged that the improvement was necessary on the ground of the public health, but it was so expensive that the municipality feared to undertake it. In 1763 the county commissioners made application to Common Council for a loan to finish the stone bridge over the dock at Front Street; and in 1764 Council determined to rebuild the two walls between this bridge and the wooden bridge in Water Street. About the same time the locality was utilized for the Fish Market, between King and Front Streets.

The public landing at Dock Street became a matter of early contest. It was called "a low sandy beach on the north side of the creek," but at a distance of one hundred feet the ground rose abruptly. On the south side, near to the Delaware, the additions had not been sufficient to bring the ground up to what might be called a permanent position. It was swamp for many years after the foundation of the city, so low that the building of a causeway down to the line of about Spruce Street was necessary in order to secure convenient access to the Drawbridge. South of Spruce Street the ground rose rapidly on Society Hill. Dock Creek ran through a little valley, and the low, sandy beach at Front Street stood at the highest level of the ground, near the creek, on either side, as far west as Third Street. The expectation seemed to be that the landing here would be reserved as public property. Its value as private property was soon discovered, so that nine years after the settlement the agents of Penn were ready to sell it. In 1691, Jeremiah Elfreth and others had attempted to build on this beach, and remonstrance was made by several citizens. References made to the affair in 1700 authorize the statement that the justices stopped Elfreth's building, and that the rights of Elfreth in a lot on Front Street, opposite the Blue Anchor, had been interfered with. The matter was quieted by the city charter of 1701, by which Penn granted that the landing-places at the Penny Pot House and Blue Anchor should be left open, "saving to all persons their just and legal rights and property in the land so as to be left open, as also the swamps between Budd's buildings and Society Hill shall be left open and common for the use and service of said city, and all others with liberty to dig docks and make harbor for ships and vessels in all or any part of the said swamp." Under this grant the city became owner of property which was put to valuable use. Between Water Street and the Delaware River a row of large stores was subsequently built, some of which were incorporated into the Pennsylvania Railroad freight depot.

Jeremiah Loxley leased the swamp west of Front Street and south of the creek, and, by filling it in, made it available for his wood wharf. The water front was rapidly appreciating in value, and in 1753 the city government advertised to sell in fee, or for five years, a hundred feet on Front Street, extending two hundred and fifty feet into the Delaware. The city wardens protested that the inhabitants had a right to free use of the landing-place, and a compromise was effected, by which a landing was made at the Fish House, and the beach between King Street and the river was kept open.

By city ordinance of March 4, 1818, it was directed "that the part of the Dock at the Drawbridge west of Front St. and which is now used as a place of deposit for sand shall be arched over in such a manner as to continue the passageway for Drays carts & carriages and passengers in the same manner as the rest of the street." This carried Dock Street all the way to Front.

In the presentment of the first grand jury (1683), it was demanded that "Coquenakar Creek [Pegg's Run], at the north end of the city, be also made passable for footmen." This must have been attended to at once. In April, 1686, the grand jury presented "the want of a finished road by the new bridge to the Governor's mill," which was on Cohocksink Creek near the road to Germantown, and about the inter-

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section of the present Third Street. This first bridge over Pegg's Run got out of order before the end of 1701, and the controversy which the question of repair provoked is thus set forth:

"THE BRIDGE at the north end of the Town, being broken down by the last great Rain, and the country much Incommoded thereby, in being obstructed in their passages to and from the Town, it was laid before the Gov'r and Council that some effectual course might be taken to have the same redressed; upon which several Persons concerned in the said Road appearing, part urged that the late Bridge might be repaired without any alteration. The mounder dyke over the swamp having already engaged the countrey in a great expense, & yrefore was not proper to be alter'd. others alledged that the forst laying the road that way was Indirect, & the Bridge ever proved expensive, being so low down & near the creek's mouth. That it being now destroyed the road might be layed another way about half way between the other bridge and the Propy's mill which would equally accomodate franckefort and the Riverside with the other and much the greater part of the Body of the county & would by that means cast both Roades into one, which would be easier Maintained both by Requiring less repairs, and those also would have many more hands to support it."

A great deal of discussion followed, but the old road remained for the time. It was not in the exact line of the present Front Street above the Creek, but the crossing was about the line of Emlen's Court, which was north from Willow Street to Noble Street, as appears by the petition to the Governor and Council in 1712 for the establishment of a new road, which had been surveyed farther east, and which it was proposed to unite with the old road at Norris and Goodson's land. The courses and bearing of the new road, when it was opened, were as follows:

"Beginning at the north side of Vine Street, in the middle of the Front Street of the city of Philadia, on Delaware side; thence proceeding north by east to Mr. Pool's house; then north by east to Daniel Pegg's porch, north by east, and then north by west to the Marsh & Mill Creek; and thence north, with variations west and east, to the Norris and Goodson lane."[1]

In 1725 the Governor and Council received a complaint from the commissioners of Philadelphia County in regard to the high road to Frankford road, but, although various inquiries were ordered, nothing practical was done until 1747, when a commissioner made a report marking out the courses as "Beginning at the place of intersection of the north side of Vine Street and the east side of Front Street, near Penny Pot Landing; thence north by east to a point opposite the bridge, near Pool's Point; thence by the same course by various bearings to the causeway of Long Bridge [over the Cohocksink]." The road then ran by various points and boundaries, not now ascertainable, to Gunner's Run and to Frankford Creek bridge, and to Pennypack bridge, and to the ford over Poquessing Creek, near the Widow Amos', being in all eleven and three-quarters miles.

About this time it is supposed Front Street was constructed and located nearer the Delaware, so that the bridge most in use was at the present Front and Willow Streets. Watson quotes a letter from Secretary Peters to one of the Penns, in 1747, in which he speaks of "a new bridge made on the present line of Front Street, over Pegg's Run, whereby the street now makes a fine view by the north entry of the town."

Pool's bridge shifted its name to the new bridge, but in time "the bridge over Pegg's Run at Front Street" was the only name known after the old road had been abandoned and the line of the street altered. In 1812 the commissioners of the Northern Liberties granted the Northern Liberty Fire Company permission to place its engine-house at Pool's bridge, and the structure did partially rest on the east side of the bridge. It was removed in 1829, when the culverting of Pegg's Run had been nearly accomplished. This stream is said to have been navigable at one time as far west as Ridge road, and even to Twelfth Street. It ran through a valley, and there was a considerable descent to it from the neighborhood of Callowhill Street, while on the northern side the ground was low and swampy. Although great changes have been made in the configuration of the ground, all the streets which cross this run, although raised and paved, still show the descent all the way between the Delaware to Tenth Street.

In time Pegg's Run, the original name of which was Cohoquinoque Creek, was clogged up by the surface discharges into it, and, like Dock Creek, became a nuisance. In 1826 the commissioners of the Northern Liberties ordered that a culvert or sewer be constructed along it from Delaware Sixth Street to the east side of Oak [afterward Beach] Street. Thus it was covered in by a thoroughfare, to which, in 1829, was given the name of Willow Street.

The bridges over Pegg's Run were built from time to time, but it cannot be ascertained exactly when. An inference may be derived from the circumstances that in March, 1749, Second Street was ordered to be opened from Vine Street to the Germantown road, and in the early part of 1812 the United States Fire Company was permitted to build its engine-house on the bridge across Pegg's Run at Second Street. It is probable that it was bridged at the Ridge road at an early date, although that far up it could only have been shallow and narrow. For several years after the beginning of the present century wooden bridges, slightly protected at the sides, spanned the creek, and its banks were occupied by tanneries, slaughter-houses, skin-dressers, soap-boilers, etc.

A presentment which was made by the grand jury of 1683 related to the necessity that "the creek called Coanxen [Cohocksink] be bridged or cannowed." The inhabitants of Germantown and the upper western parts of the county speak of the "long stone

[1] Nathaniel Pool lived on Pool's Hill, a little west of Front Street, about Callowhill. He was a ship-builder, and his ship-yard must have been near the mouth of the creek and its intersection with the Delaware River. A person of that name, whether the original or his son is not known, passed Friends' Meeting in marriage with Ann Till, in the year 1714. William Pool was the part owner of a vessel in 1709. Boards and staves were for sale on Pool's Hill, "at the upper end of Front Street," in 1754, by a person named Carpenter.

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bridge" and the causeway over to Kensington in a petition, in 1701, for the settlement of a road across the creek (which they also called Stacy's Creek), to divide into branches to Frankford and Germantown. This bridge was somewhere about the present line of Budd Street, where it crosses Canal Street. In 1713 the grand jury inspected it, and a tax of one penny per pound was authorized "to repair the new bridge by the Governor's mill," and for other purposes. In 1797 the Legislature passed an act to declare Cohocksink Creek a public highway. It was to be—

"opened from the mouth thereof to the bridge on the road leading to Frankford . . . for the passage of all kinds of vessels and rafts which can float therein. And it shall and may be lawful for the inhabitants desirous of using the navigation of the said creek to remove all natural and artificial obstructions from the mouth thereof, up to the aforesaid bridge, so as that the said creek shall be navigable forty feet in width; Provided, nevertheless, That it shall and may be lawful to throw such drawbridge or drawbridges across the said creek as shall not obstruct the passage of the same."

Before the Revolution small vessels with falling masts occasionally went up the creek to the Governor's mill, at Frankford road, carrying grain and returning with flour. The highway mentioned crossed Beach Street near Brown, and extended by a long causeway to Laurel Street and Frankford road, near Otter Street. The bridge over the Cohocksink nearest the Delaware, and on the line of Beach Street, was called the High bridge, perhaps because it was on the high-road to Bristol and New York. The creek was partially, if not entirely, the northern boundary of the tract of three hundred and fifty acres patented in 1676 by Governor Sir Edmund Andros, of New York, to Julian Hartsfielder. It extended down the Delaware to the Cohoquinoque, or Pegg's Run, and westward about as far as Sixth Street, and included in after-times the whole district of Northern Liberties. The ground was marshy in the neighborhood of the mouth of this stream, from a point near Green Street, at the Delaware, up to Point Pleasant, say at about Shackamaxon Street. There was a shallow bay, and it is even said that at Coates Street the head of the dock came up to the line of Front Street, the wharf extending farther eastward. The wooden drawbridge on the line of Beach Street commanded toward the river a view of a space of water at high tide, and of mud at low tide, which was well covered with "spatterdocks."

Front Street, when put in order for travel, was raised above the adjacent ground as far as Poplar Street. When a street was opened from Frankford road toward Front it was raised on made ground, and was named Marsh Street, subsequently becoming a portion of Poplar Street. Under the law of 1795 the Cohocksink was laid out as a public thoroughfare, with the name of Canal Street, and the Court of Quarter Sessions confirmed the plan, but it was not culverted and covered until a much later date. Culvert Street, running in a crooked course from Canal Street to Charlotte and Poplar, was originally a branch of the creek.

In the second presentment of the grand jury, February, 1683, was specified the want of a bridge at Gunner Rambo's, or of canoes to carry people across. The Indian name of this creek, Tumanaranaming, was never in use after Penn's time, and it was called Gunner Rambo's Creek, which has been shortened in modern times to Gunner's Run. A bridge must have been erected here as soon as the road to Bristol was in traveling order. The road to Point-no-Point also crossed Gunner's Run near the Delaware at an early time. A fine, substantial bridge was erected near Dyott's glass-works in December, 1834, and at Prince Street in December, 1835. On the 15th of March, 1847, an act was passed in which a large number of persons were nominated commissioners to open books of subscription to the stock of Gunner's Run Improvement Company, which was to have authority to construct a canal commencing at the northwest side of Queen Street, on Gunner's Run, and terminating at a point near where the Philadelphia and Reading Railroad crosses that stream, to be supplied at all times with tide-water and to admit the construction of basins, docks, wharves, and places of deposit and shipment for merchandise. Suitable bridges were ordered to be built over all crossing streets, and the commissioners of Kensington directed that they should be permanent.

In 1853 an iron bridge was erected over Gunner's Run on the line of Queen Street. The Canal Company was organized and considerable improvements were made, but there was evidently miscalculation as to the amount of business likely to be done, and the speculation was practically a failure.

While the grand jury of 1682 was looking after transit facilities in the young colony, it did not forget to allude to the demand for a ferry or bridge at "Tankanny" (Tacony or Frankford) Creek. A bridge was soon established, over which passed "the King's road from Scuilkill through Philadelphia to Nesheminy Creek," and in 1701 Frankford and Oxford were directed to equally contribute toward its repair, and Thomas Parsons was ordered "to cut open the old water course or pay the sum of 40 shillings toward the same." In 1726 a petition was presented by the inhabitants in and about Frankford, setting forth—

"The inconveniences of the road on both sides of the bridge there, for that on the farther side, there is occasion also for another bridge over the other branch of the creek, which is there divided & to prevent the Charge of the two bridges; that the Road also between the Mill House and the Creek is much too narrow; all which inconveniences might be prevented by turning the Road a little lower, and building one bridge, which would fully answer the end of two where the Road now passes, and therefore praying that the said road may be reviewed."

The consideration of this petition was postponed, and there is nothing on the minutes to show that it was ever called up again. Yet the change recommended seems to have been made. The old road was a little west of the present high-road to Frankford, just beyond the forks of the creek. Two bridges would have been necessary, but by shifting the road

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eastward the true object of convenience was gained. The long bridge at the south end of Frankford has the peculiarity that while it crosses the creek at the lower end by a span of forty or fifty feet, it continues up alongside of the branch of the creek, which just there turns northward for a considerable distance. The building of a bridge at Frankford was one of the subjects of dispute between the mayor and the corporation of the city and the justices and grand jury of the county in 1708. The justices proposed to lay a tax for the building of two county bridges and a court-house. The two bridges were "on the northern road." The county justices represented that the case was one of necessity, "for people now sometimes passed in Danger of their Lives over those two mentioned Bridges. Tho' upon one of the greatest and most principal Roads in the province." The bridge at Frankford was one of these, and the justices averred that the building of it was "a very considerable thing."

East of Frankford, on the Point-No-Point road, and near Point-No-Point, Joseph Kirkbride was the keeper of the ferry in 1811, and for some years previously. In the latter year an act of Assembly was passed, giving to Kirkbride authority to erect a bridge over Frankford Creek, "where his ferry is now kept." It was directed to be provided with a draw eighteen feet wide, and the floor must be eight feet clear above the water, for the passage of rafts and vessels. Kirkbride built the bridge, which he maintained for many years. Eventually the county of Philadelphia bought the rights of his representatives in the bridge, and it was made free. Near the ferry-house there gradually grew up a village, which was occasionally known as Point-No-Point. In time a change of the name was advocated, and the locality came to be known as Bridesburg.

Public Landings and Wharves.—In his instructions to the commissioners, William Crispin, John Bezar, and Nathaniel Allen, dated Sept. 30, 1681, William Penn said, "Be sure to settle the figure of the town so as that the streets hereafter may be uniformed down to the water from the country bounds." The main streets were to run to the rivers, and the landings at the ends upon the Delaware and Schuylkill were soon understood to be valuable. As early as 1689, Humphrey Murray, Philip Richards, Philip James, and William Lee presented a petition asking leave "to build a wharfe on the side of Delaware River against ye end of ye Chesnutt St., which was read and some things spoken to it." But the matter was postponed, and there is no immediate entry in regard to it. In April, 1690, Benjamin Chambers, Thomas Peart, and Francis Rawle presented a petition "that a bridg might be built over and a wharfe made against Mulberry St." They proposed to cut a cart-way through the bluff some twenty feet broad, commencing west of Front Street and extending by a gradual descent to low-water mark. The passage was to be paved and walled up with stone on each side. A bridge was to be built over the line of passage-way on Front Street, and at the river end they proposed to make a free wharf, twenty feet in breadth, which, including the width of the passage, would make the Mulberry Street wharf sixty-three feet wide, the full width of the street upon the city plans. The Council assented to this proposition. As a consequence of its adoption, it was found necessary to carry the bridge at Front Street over the cut, either then, or afterward, by an arch. And this circumstance gave the common name to the highway Arch Street, which, although not sanctioned by law, was kept up by usage until, in time, the name Mulberry Street was discontinued altogether.

In 1690 a controversy was begun in relation to the public landing at the intersection of Dock Creek and the Delaware, in front of the Blue Anchor Tavern, and hence known as the Blue Anchor Landing. Griffith Jones bought the ground and sold it to John Townsend, from whom it was purchased by Henry Elfreth. The latter complained that he had suffered damage by being restrained from building on his property, but, as already said, Penn's charter granted the public landings to the city, and it does not appear that Elfreth obtained any satisfaction.

In 1720, Governor Sir William Keith obtained a grant from the city corporation, for seven years, of the piece of land on the southwest side of the dock, "over against the house he now lives in, he proposing to drain and ditch the same." John Jenkinson applied for the use of a piece of ground at the south side of the dock, near the bridge over Front Street, in 1735. In 1746, Recorder Allen produced to the Common Council a deed from George Grey to the mayor and commonalty of Philadelphia, "for a Lot of Ground over against the blue Anchor near the Drawbridge Which has been in Mistake deemed to belong to the City, and has been us'd as a free landing." It was resolved that the assessors should be acquainted with the right of the corporation to the said lot, and an account be made of the expenses of improving the same previously incurred. The latter reported the improvements to be worth fifty-seven pounds, and the money was paid in 1751 to Common Councilman John Stamper, who had advanced money to the use of the city.

In 1757, Loxley's term at the drawbridge wharves had expired, and it was proposed to lease the public ground on the south side of the dock, between Front and Second Streets, the public wharf on the north side of the dock, and the ends of the dock streets on the river. Whoever became the lessee was to be entitled to the benefit of wharfage and the cording of wood. Some improvements were directed to be made. It was resolved, for the improvement of the premises, "that a Peer or Wharff of fifty Feet wide to Extend eighty or one hundred Feet Eastward be built near the middle of the said Landing place; and

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that a Slip or Cartway of Forty Five Feet wide be made between Hamilton's Wharff and the said Peer." At this time there was a complaint that Loxley, "under Color of hiring the Publick Grounds on the South Side of the Dock had taken upon him to erect some Buildings thereon, Contrary to the Intent of this board, wherefore it was resolved that the building should be taken down and removed." William Clark became the lessee, and died in about a year. He was succeeded by Thomas James, and the rent increased to sixty pounds per annum for the pier and the whole property. Thomas Overend became tenant in 1760 at the rate of sixty pounds, and Jonathan Hood was tenant at the same rate in 1762.

In November, 1764, Thomas Penn released to the city corporation the piece of ground, claimed to be public property, lying on the dock, and bounded on the east by Front Street, and on the south by Spruce Street. Robert Lumsden was tenant in 1767–68. In 1768 it was resolved to extend the pier at the drawbridge thirty or thirty-two feet into the river. Lumsden's lease was renewed for three years in 1783.

Penny Pot Landing.—Penny Pot Landing was the only available place of disembarkation, with the exception of the Blue Anchor landing, at Dock Creek, from vessels on the Delaware in the neighborhood of the city at the time of the foundation. A high bluff extended from Dock Creek up to Vine Street, which was originally called Valley Street, from the fact that the ground there was depressed, and there was easy access to the water side. The Penny Pot House was a tavern, which was famous for its sale of beer at a penny a pot or quart, which was less than the allowed price at ordinaries. One of the provisions of the great law of 1682 was, "And to Prevent Exaction in publick Houses be it etc. That all Strong Beer and Ale made of Barley Malt, Shall be sold for not above Two pennies Sterling a full Winchester quart; and all Beer or Drink made of Molasses shall not exceed One Penny a quart." This act was abrogated by William and Mary, in England, in 1693. In 1684 a further act was passed, which decreed "that if anie Person shall sell any strong Beer made wholly of Barley mault above the rate of 3 pence a full Winechester quart and all Beer or drink made of Molasses above One penny a quart botled or Unbotled mixed or Unmixed Sweetned or Unsweetned the party shall be liable if convicted within 10 days after the fact committed, to pay a penalty of 5 pennies per quart and proportionally for a greater or lesser measure." The Penny Pot House, therefore, being a place at which beer could be bought for one-half or one-third the legal price, achieved an early popularity. Watson says of the house, "It was a two-story brick house of good dimensions, having for its front a southern exposure. At first it had no intervening houses between it and the area of Vine Street, but when I last saw it, as many as three houses had filled up that space."

The landing at Vine Street was broader than other portions of the city. The Penny Pot Landing lot was north, and contained fifty-seven feet in breadth, and extended at that width from Front Street into the river Delaware. In 1850 a controversy arose between the district of Northern Liberties and the city of Philadelphia as to the right of the city to the Penny Pot Landing, being the piece of ground fifty-seven feet in width, lying north of fifty feet in width, the ordinary width of Vine Street, west of Front. It was contended that the northern portion of the space east of Front Street was in the jurisdiction of the Northern Liberties, and this ownership carried with it the right to the wharfage and tolls. Among other things shown on the argument was a survey to James West, in August, 1689, for a lot sixty feet front, bounded on the west by a street [since called Water Street], and extending into the Delaware, bounded north and south by a vacant lot. In March, 1690, West obtained another grant of forty feet "of the bank where the Penny Pot House stands, and in addition to 60 feet formerly laid out to him for a conveniency to build ships and vessels upon." West also stated that he had bought the Penny Pot House of the widow. The grant was made upon the condition that West would "make a convenient slip with timber and fill it up with earth, and pitch it with stones, against the street which is to be left 100 foot wide."

Having purchased the Penny Pot House from the widow, the final survey was made to West through to Front Street. The argument on behalf of the Northern Liberties was that, as originally laid out, the city boundary extended no farther than the fifty-foot wide Vine Street, and all north of the latter was part of the county of Philadelphia, and afterward was included in the boundary of the Northern Liberties. It was clear enough, that if this contention was correct, the Penny Pot Landing and the Penny Pot House never were in the city of Philadelphia, as originally laid out. Against this claim Justice Coulter, of the Supreme Court, before whom the case was tried, charged strongly in favor of the city. The jury brought in a verdict for the city, and the case was taken to the Supreme Court.[1] The court sustained the opinion of the judge at *Nisi Prius*, and held "this enlargement of Vine Street consisted of a part of the Penny Pot Landing adjacent to West's lot, and to which the widened street was appurtenant as a boundary; and as a public highway it enured not only to his use and that of the other lot-holders in the vicinity, but to the use of the public. William Penn, having by his agents and accredited officers granted this addition to Vine Street for the public use and accommodation, in 1690, could not revoke that grant by any subsequent act or deed. In addition to the right of the city to the space thus annexed to and made part of Vine Street, the same piece of

[1] Penny Pot Landing, 4 Harris's Reports, 79.

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ground was expressly granted to the corporation by the charter of 1701, as Penny Pot Landing.

After the year 1800 the Penny Pot House was known as the Jolly Tar Inn, says Watson, and kept by one Tage. The grand juries took considerable interest in the maintenance of this landing. In 1706 a presentment was made that the "free landing of Vine Street is . . . necessary to be secured with the banks of the same, whereby the Front Street may not become, as it threatens to be, unfit to be passed with carts." In 1713 they presented as a nuisance the east end of Vine Street, where Front Street crosses it. In 1718 a gully running down Vine Street and crossing Front was represented to be "not passable" by coaches, wagons, or carts, to the endangering of lives. The bank at the end of Vine Street was represented, in 1724, to be worn away to the middle of Front Street, and very dangerous. In 1740 the Penny Pot Landing and the east end of Vine Street was presented by the grand jury as encumbered with timber and plank by Samuel Hastings and Charles West. The cave in which John Key, the first-born child in Philadelphia, saw the light, was at or near the Penny Pot Landing.

A committee of Common Council in 1704 reported that it would require £50 "to repair Arch Street and High Street wharfs,—£20 for Chestnut Street wharf, and £30 for Walnut Street wharf,—altogether, £150," from which it appears that High and Chestnut Streets wharves had been established before that time. In October, 1706, an ordinance was ordered to be drawn "for laying a small duty upon wood, etc., landed upon the public wharves in this city." This was followed, in 1710, by a proposition that an ordinance should be prepared "to oblige foreigners and others who load and unload their vessels at the public wharves of the city to pay wharfage."

In 1719 it was proposed that an ordinance should be drawn "to compel masters of vessels loading or unloading their vessels at the free wharves at this city to pay so much per ton." The price agreed upon was one shilling per ton for unloading and the same for loading, all vessels being allowed to lay five days to unload, and ten days to load; and if they exceed fifteen days, to pay after that time two shillings per day; new vessels loading after ten days lying at the wharves to pay two shillings per diem. Wood-staves or other things were not to be suffered to remain on the wharves for more than twenty-four hours, under penalty of paying afterward one penny per cord per hour, for wood, and in that proportion for a cart-load of staves, shingles, and other things. Daniel Radley was appointed wharfinger, and was to have one-quarter of his receipts for his trouble, the rest to be paid into the city treasury. Shortly after this, one Robert Wood desiring authority "to request the charity of all persons in this province towards the repairing of his damage by reason of his shallops being taken by pirates," the Common Council decided "that in regard of the many Taxes the inhabitants of this City are Subject to Beyond any other part of this Province, providing for the poor, Building & Supporting of ye Publick Wharfes, etc., it would be Unreasonable to Impower ye Petitioner (Especially Since he is an Inhabitant of another Government) to Request the Charity of the Inhabitants by any Publick Instrument of Writeing from the Mayor, for that ye Same would be a very Ill president." In 1719, Bentley Cooke was appointed the common corder of wood for the city in accordance with an ordinance then passed "for the Prevention of Carters buying Up & Ingrossing for fire wood." An ordinance "for cording and measuring fire wood" was also passed, and another "that the common carters should receive for carting half cord of wood seven pence half penny." Draymen were allowed for every pipe of wine carried, one shilling; rum, sugar, and molasses, ten pence per hogshead; porters, eight pence per every pipe of wine, six pence for every hogshead of rum, sugar, and molasses, and for every one hundred bushels of salt six shillings three pence.

In the matter of hauling by the carters there were difficulties, in consequence of the bad condition of the streets, which were paved here and there by citizens under encouragement of ordinance, leaving large intervals where the original soil had not been interfered with. The ordinance which was intended to regulate the method of hauling articles through the streets by carters and wagoners, prescribed the number of horses to be used, and the width of wheels,—broad wheels being considered better than those with narrow tires in preventing the cutting up of road surface. It was soon found, according to report to Common Council, that it would be "Impracticable to hawl half a Cord of wood with 2 Horses in ye Winter time, and therefore think it proper to allow the Carters to haul wood with 3 Horses, provided they do not carry more than half a cord, And in Drawing any other thing they shall Comply with s^d Ordinance as also farther time is Given them to Go with the Wheels they now Use, viz.: till the twenty-fifth day of March, In the year One Thousand and Seven Hundred and twenty-one, in order to provid^e Such Wheels as are Directed by s^d ordinance."

The wharfage system was found to be a failure. The income fell behind expectation, and it was resolved, in May, 1720, that it would be of more advantage to let the wharves out upon yearly rent. The mayor, William Fishbourne, took the lease of Walnut and Chestnut Street wharves for seven years, and Alderman Redman became the lessee of High Street wharf for six pounds per year for the same term. The wharf at the end of Chestnut Street was ordered to be repaired in 1723. The rebuilding of the Mulberry Street wharf led to application, to the regulators of the city, that they would regulate Front Street southward as far as occasion should require, there being necessity for dirt to fill up the wharf.

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In 1725 measures were taken to finish a wharf at the end of Sassafras or Race Street, and to repair the street so as to make it passable. Arch Street and Race Street wharves now being in order for occupancy, the ordinance regulating the rates of wharfage was renewed, and Richard Armitt was appointed wharfinger. The High Street wharf was carried out sixty feet with logs, and filled in.

The work on the Sassafras Street wharf was slow. Sylvanus Smout had agreed to build it, but, being taken sick, declined the business, whereupon John Bater agreed to build a wharf six feet farther in the river for twenty-five pounds. This happened in 1730.

In October, 1733, Peter Cahoon, wood-corder, got into trouble, and it was ordered that he should be removed from his position; that a new ordinance should be drawn up for the regulation of wood-corders, and that a petty rate should be paid by importers of wood for every cord landed in the city. Under this ordinance wood-corders were appointed as follows:

"For High St wharf Richard Pummer and Peter Calahoon [Cahoon]
"For Mulberry st Wharf John Joiner
"For the Chestnut St wharf Walnut St Wharf and the landing at the Blue anchor Jeremiah Willis"

Peter Cahoon was forgiven for his previous conduct at High Street wharf, but did not justify the liberality shown. In 1739 he was removed by the Council, and John Joiner, wood corder at Mulberry Street wharf, appointed in his place.

In January, 1748, John Church and Thomas Stewart petitioned Common Council, stating that they were the owners of water-lots adjoining the south side of Cedar Street, which they were about to improve by building wharves. They conceived that it would be an advantage to the city if a wharf was built at the end of Cedar Street, and they proposed to construct such a convenience at their own expense, if the board would allow them the profit for thirty years. A committee was appointed to make an examination of the premises, and report. In 1753, nothing having been done in the mean time, Church and Stewart again presented proposals.

In May, 1748, the corporation entered into comprehensive leases of nearly all the public wharves on the Delaware. There had been some complaint of the mismanagement of the wood-corders who occupied the city wharves, most of whom carried on the business of receiving and selling fire-wood. Owen Roberts and John Pickel applied for the privilege of acting as wood-corders, and offered to give security for their good behavior, and to pay a rent of fifty pounds per annum on a lease of four years. The amount was greater than the revenue from the wharves previously. It was therefore determined that Roberts & Pickle "be appointed the Wood Corders for this City, and be Empowered to receive & take the Cordage, Wharfage, Fines & Forfeitures settled & imposed by virtue of the Laws & Ordinances of this Corporation for the Cording, Landing, or Lying of Cord Wood, Boards, Planks, Timbers, or other Things on the Several Wharffs." Under this lease was transferred to Roberts & Pickle the wharf at the end of Vine Street, with the Penny Pot Landing adjoining thereto; also the wharves at Sassafras, Mulberry, High, Chestnut, Walnut, and Spruce Streets, together with the landing-place at the foot of Dock Street, thirty feet in breadth above and as much below the Drawbridge. At the end of the lease to Roberts & Pickle, John Hill became lessee of all the wharves except those at Dock Street for fifty pounds per year. The latter were taken up by Benjamin Loxley. After a year's experiment Hill threw up the lease. Thomas Bourne succeeded him for a four years' term. Joseph Allen, when Bourne's lease expired, offered to pay ninety pounds per year, but upon inquiry discovered that he had been too liberal. There was a compromise with him, by which a lease was extended for one year at the rate of sixty-eight pounds. The next tenant was John Kneass, who leased the wharves for five years at seventy pounds per annum, the city to keep them in repair. A new ordinance for regulating the cording of wood was passed in 1760.

In 1763 a committee of Councils appointed to view the public wharves made the following recommendation:

"The Slip at the North End of the Town to be regulated & some Earth dug up at the End of the Wharff.
"The Dock at Arch St. to be dug out.
"The Slip at the Blue Anchor to be regulated and some Earth dug out at the End of the Pier.
"A Pier to be carried out from Market St. Wharff about 28 or 30 feet wide & about 50 feet long."

The public landings in the county of Philadelphia were considered to be vested in the county commissioners for the benefit of the public. By act of April 4, 1796, those officers were directed to continue in their jurisdiction over the landings, and that whenever the profits arising from them should authorize it, to purchase new landings to be held in the same manner. By act of March 6, 1819, the public wharves or landing-places at the end of Coates Street, and at the end of Callowhill Street, and "the public wharf or landing place commonly called the Hay scale landing" (at Noble Street), and a wharf or landing-place south of and adjoining Callowhill Street, which before that time had been held in trust by the commissioners of the county, were vested in the commissioners of the Northern Liberties. The Hay-scales landing was established by authority of an act of Assembly of Feb. 20, 1768, under which the sum of two thousand pounds was ordered to be raised by lottery for the "purchase of a public landing nearly opposite the barracks," to be held by the county commissioners in trust for the public. The ground embraced in this purchase, which was made in the same year, extended west of Front Street. The portion of the ground beyond that street was authorized to be sold by act of Assembly passed in 1801. The money received was added to the public landing fund. In 1828 representations

were made on behalf of the inhabitants of the districts of Kensington and Spring Garden and the inhabitants of the unincorporated townships of Northern Liberties and Penn who claimed a right to the use and benefit of portions of the income of the Hay-scales landing, and also of the public wharf on the south side of Callowhill Street. Under the act of Assembly the Supreme Court was given authority to inquire into the merits of these claims, and to do justice; and if the decision should be against the Northern Liberties, to appoint appraisers and auditors to ascertain the value of the said landings, upon which the commissioners of the Northern Liberties were to make compensation to the other districts and townships. The Supreme Court decided in 1834 that Kensington and Spring Garden districts and Northern Liberties and Penn townships had no right to those wharves or either of them. The Callowhill Street landing, fifty feet wide, was left open by the proprietaries. The Coates Street landing had been dedicated of the width of forty feet by William Coats and others, owners of the soil, by deed, Nov. 28, 1771. The landing south of Callowhill Street was purchased by the county commissioners out of the public landing fund, under an act of Assembly passed in 1796. This wharf was bought in 1802 from the estate of John Harrison, and was one hundred and twenty-five feet long and fifty feet in depth, north and south.

The landing at Green Street was purchased by the district of Northern Liberties, out of the landing fund, in 1826. It extended from the river sixty-five feet to the east side of Oak Street, where the width was sixty-five feet. Another lot over forty feet front and one hundred and fifty feet deep, adjoining and extending to Fleet Street, was purchased at the same time.

In 1848 a landing on the south side of Coates Street was purchased from Michael McGill, and was eighty-two feet eight and a half inches in front or breadth on the east side of Oak Street and south side of Coates, and extended of that width into the river Delaware.

Under the act of Sept. 29, 1787, the commissioners appointed by the district of Southwark laid out Wharf Street, "in order to a communication from wharf to wharf between the stores erected by the owners of water lots in Southwark and the heads of Docks hereafter to be formed for the accommodation of ships." Wharf Street was widened to fifty feet, under authority of an act of Assembly passed in 1807. Actually, Wharf Street was a plan, and never an accomplished fact. The projected line was out in the water, some distance from the wharf-line. It passed at the navy-yard out into the deep water, and at Moore Street would have been more than five squares east of Front Street. On the eastern lines, north of Prime Street, Wharf Street went past near the ends of the longest wharves, and might have been useful. The purchase of the United States Navy-Yard and the building of great wharves there rendered it impossible to carry out this plan. In 1854, when the district of Southwark was consolidated in the city of Philadelphia, the public landings of the district were at the end of Almond Street, Davidson's Landing below, and at Catharine and Queen Streets, the upper side of Christian Street and the lower side of the same street, and at Prime Street or Washington Avenue.

Shackamaxon Street landing, in the district of Kensington, was bought by the county commissioners out of the public landing fund in 1818.

Under the act of Assembly of March 6, 1820, incorporating the Kensington District of the Northern Liberties, there was a more liberal concession as to the ownership of public landings than had been granted to any municipal corporation other than the city. Section 30 of that act said, "All public landing places at the junction of any of the streets of the said district with the river Delaware or otherwise which are now or may hereafter be laid out, shall be and the same are hereby vested in and the title thereto confirmed to the aforesaid board of commissioners and their successors for the use and benefit of the inhabitants of the said district." The commissioners were also given authority to appoint persons to measure cord-wood and to fix the rates of tolls and wharfage.

By the act of incorporation of the district of Richmond, Feb. 27, 1847, the landing-places at the junction of streets in that district with the river Delaware were vested in the commissioners of the district.

By act of Assembly passed March 25, 1805, it was recited that "the charter granted to the citizens of Philadelphia by William Penn doth not grant to the citizens the same right to occupy and use the ends of the streets which extend to the river Schuylkill which was granted on the river Delaware, and as such a public benefit will now be highly useful to the inhabitants of the said city and to other citizens of this commonwealth;" therefore it was enacted that the city corporation should have in the streets extending to or into the Schuylkill River the same rights which the corporation had to the east ends of the same streets which extended to or into the river Delaware, that part of the west end of High Street belonging to the bridge company only excepted. The wardens of the port of Philadelphia were authorized to fix and determine the extent to which the owner or owners of ground extending into the Schuylkill, from the lower falls to the junction with the river Delaware, might build wharves.

The district of Spring Garden possessed no public landing before the year 1830, at which time was passed a law vesting in the commissioners "all that certain landing on the river Schuylkill at the western extremity of Francis's Lane or Coates St. formerly laid out by Tench Francis as a public landing;" also another landing in the Schuylkill, north of Coates Street, and at "the southwestern extremity of a certain 33 feet wide road leading from the said river to the Ridge turnpike road." This was called Schuylkill

Street landing. The commissioners of this district obtained some other landings by purchase. Wood Street landing was bought from Cadwalader Evans, Dec. 1, 1829, under a ground-rent of $234.50. It was sixty-seven feet wide, and extended from Williams Street to the river Schuylkill. Fairmount Street landing was bought from Thomas Cadwalader, Henry Nixon, and Henry J. Williams in September, 1831, and was fifty feet wide, and extended into the river Schuylkill. Another lot of fifty feet front and three hundred and thirty feet in length, extending into the river, was bought of Jacob Ridgway in 1833. Fairmount Street was formerly John Street, and extended from Francis' Lane or Coates Street south into the Schuylkill. It is now known as Twenty-fifth Street.

By act of Feb. 17, 1847, all public landing-places at the junction of any streets in the district of Penn with the river Schuylkill, then or thereafter to be laid out, were vested in the commissioners of the district.

Clarkson & Biddle's map, published in 1762, contains the names of the owners of private wharves along the city front, commencing at a point about Noble Street and extending southward. The owners were as follows:

Huston, about Noble Street.
Mower.
Clifton.
Allen & Salter, on a line with the south side of Margaretta Street (not opened).
Shoemaker, south side of Callowhill Street.
Hewlings.
West, north of Vine Street, at Penny Pot House landing.
Mifflin, in a line parallel with Key's Alley (not opened).
Goodman, south of a line parallel with George's Alley (Coates).
Parrock, south side of Race Street.
Hasell.
Hodges.
James.
Shoemaker.
Hoppa.
Wilkinson.
O'Kill.
Austin's Ferry, north side of Arch Street.
Warner, south side of Arch Street.
Old Ferry slip, Rawle & Pell, Clifford.
Aspen & House.
Bickley.
Potts.
Hoopes, north side of Market Street.
Masters, south side of Market.
Henry.
Allen.
Lawrence.
Sims.
Crooked Billet.
Pemberton, north side of Chestnut.
King, south side of Chestnut.
Morris.
Flower.
Carpenter.
Meredith, north side of Walnut.
Fishbourne, south side of Walnut.
Dickinson.
Penrose.
Hamilton.
The Corporation.
The Dock.
Stamper, south side of the Dock.
Powel, south side of Spruce.
May & Allen.
Sims, opposite the end of Union Street (not opened).
Plumpsted, north side of Pine Street.
Rhoades & Emlen, south side of Pine Street.
Edgar & Nixon.
Willing, on a line parallel with the north side of Lombard Street (not then opened).
Moore.
Mifflin & Morton, north side of South or Cedar Street.
Church, south side of South or Cedar Street.
Hockley.
Maos (Mease).
T. Penrose, north of Almond.
Penrose, south of Almond.
Allen.
Lewis.
Nieman (two wharves), north of Catharine.
Trotter, south side of Catharine Street.
Penrose, north side of Queen Street.
Reynolds, south side of Queen Street.
Wharton, north side of Queen Street.
Dennis, opposite Swedes' Church.
Coates, north of Weccacoe Lane.

Just as land-stages were of the utmost importance to intercourse and trade before railroads were established, so were water-stages, which were numerous, and contended with the land-stages for custom quite successfully, when by navigation it was possible to compete. Roads were rough, and during many seasons of the year in bad order for traveling. But rivers, and even the great ocean, were accessible by easy methods when there were fair and favoring winds. The water-stages were matters of continual interest. In 1796 it was given out, "the New York Packet boat starts from Arch St. wharf on every Sunday and Wednesday and proceeds to Burlington or Bordentown etc., from one of which places, one or more good carriages start on the succeeding morning for South amboy; from which port a convenient packet will sail for New York immediately after their arrieval." The Baltimore packet set off from the Crooked Billet wharf, between High and Chestnut Streets, daily, Saturday excepted, and proceeded to New Castle, where a carriage received passengers, and carried them to Frenchtown, whence they proceeded by water to Baltimore.

In 1803 the water-stages had increased considerably. The New York packet sailed from the old ferry on Sundays, Tuesdays, Wednesdays, and Saturdays. The Baltimore packet daily, from 3 South Wharves, had a rival in a line twice a week from Hamilton's wharf. The Burlington boat sailed every day from the old ferry, and the Bordentown packet from Smith's wharf twice a week. Wilmington received its passengers from Beck's wharf every day; Sassafras River, from Hamilton's wharf, on Wednesdays and Saturdays; Apoquinimink, from Hamilton's wharf, twice a week. The Boston packet was ready to leave Chestnut Street wharf "as freight offers."

In 1814 the Alexandria, Apoquinimink, Baltimore, Fredericksburg, Georgetown, Norfolk, Petersburg, Richmond, Sassafras River, and Washington packets sailed from Hamilton's wharf. The Union Line for

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Baltimore also had its depot there. The same Union Line's sailing-vessels left Market Street wharf. The "Phœnix," the first steamboat on the New York line, left the upper side of Market Street for Trenton, and the "Philadelphia" and "Eagle" steamboats left the wharf at the south side for the same place; and there was a steamboat from Bickley's wharf for New York. The number of sailing-packets had been increased by a line to Chester, from Waln's wharf; to Marcus Hook, from Massey's wharf, below Market Street; to Wilmington, from the same place. A line to Boston from Chestnut Street, and to Savannah, Ga., and Charleston, S. C., from Clifford's wharf, between Market and Arch Streets, were also proofs of the increase of commerce.

Packet ships belonging to Stephen Girard were usually to be found at the wharves near his stores above Market Street. They included the "Montesquieu," "Helvetius," "Voltaire," "Rousseau," and others. In later years, Joseph Hand, who was an extensive shipper, had the stores north of Market Street, at which were moored his vessels, flying his signal-flag,—a black hand in a red field. They were bound for New Orleans, Savannah, Charleston, and other Southern ports. Clifford's wharf was north of Stephen Girard's, and subsequently became the property of the latter. Girard's dock ran up almost to the line of his store-houses, at a distance above. Adjoining the old ferry slip on the south, two stores, occupied by Samuel Crawford & Elliston and John Perot, between 1800 and 1810, extended out upon their wharf far beyond the line of any other building in that square. To get round it there was a narrow, dirty alley on the south, a passage in front over the mud, near the end of the wharf, and then another alley on the north, from which access might be had to the old ferry alley and old ferry slip.

Above Arch Street, adjoining Austin's ferry slip and ferry house, there was no passage. The red stores, a block of frame buildings, stood out almost to the wharf's edge, leaving considerable space between them and the houses and stores fronting on Water Street. They were quite conspicuous on the river front until they were destroyed by fire, an occasion also memorable. The wharf and stores of Henry Pratt, of Lemon Hill, were just below Race Street.

Between Race and Vine Streets, the passage in front, along the wharves, in 1800, was tolerably straight. North of Vine Street access was cut off entirely, about half way up, by Taylor's dock, which ran in to the extreme edge of Stewart & Knight's board-yard. It was impossible to pass directly along the wharves from Vine to Callowhill Street at this time.

South of Market Street the passage by the wharf was good to the Crooked Billet dock, near which a block-maker's shop extended out from the line of the adjoining buildings almost to the river. By passage around it, turning eastward, a store in the middle of the wharf was encountered, and was also called "the red store." It might have been as deep in color, but it was not near as large as the red store between Arch and Race Streets.[1] From the first wharf below the Crooked Billet, about 1805, a line of packets for New York sailed regularly. It was established by D. and P. L'Hommedieu, of New York.

From Chestnut Street to Walnut Street the passage was straight along the wharves, although somewhat narrow, in 1810. India wharf occupied the width from the south side of Tun Alley to the second alley below; it was the harbor for the East Indiamen. Robert Morris, of Revolutionary memory, had his store-house there. It was occupied also by Peter Whitesides in 1789, and John Wilcox in 1795. The India stores were large, and the wharf was one hundred and seventy-five feet front. The store of Jacob S. Waln was adjoining the India stores. This wharf was for many years a most famous one for the reception, loading, and unloading of ships engaged in the China and East India trade. Below the India wharf, and extending one hundred and sixty feet to Walnut Street, was Cope's wharf. It was established by Thomas C. Cope about 1815, and became in time the great shipping wharf for his line of Liverpool packet-ships, among which were the "Lancaster," "Alexander," "Algonquin," "Monongahela," and "Montezuma," which were but small vessels, but were succeeded by much more splendid craft, the "Tuscarora," "Alleghany," "Saranak," "Wyoming," "Tonawanda," and "Thomas P. Cope."

The buildings from Walnut to Spruce Street, fronting on Water, were built on a regular line toward the river, and it was always a clear and easy passage. Morris' stores, below Walnut, were the property of persons originally belonging to a family of brewers of that name. Hamilton's wharf was the first one north of Drawbridge landing.

Spruce Street wharf was from early time the resort of the oystermen, and the vicinity was always lively with the fleet of oyster-boats moored there and the active trading which was going on. Citizens went there to buy their oysters by the hundred, and they were opened into the tin butter-kettles which were meant to receive them. Hotel and restaurant keepers were frequently present, and there was always something going on which was of interest. South of the

[1] "Ritter" (Philadelphia merchant) says, "The most remarkable feature in this square was the famous 'Crooked Billet,' deriving its name from several crooked pieces of wood transversely arranged and designating the tavern at the head of the dock kept by Edward Byrne in 1799. There was a deep cut into the wharf intercepting the straight course of the wharf or passage, leaving a very narrow pass to and from the tavern above, and the wharf proper below; while a blockmaker's-shop at the corner of the narrow pass ever impeded or delayed the wayfarer as he would pass onward. The passage in itself around this corner up the north side of the dock to the alley, and again down the south side to the tavern and the wharf proper, was a dangerous route even in daylight, but much more so at night; and the life of one of our valuable citizens, Mr. Isaac Jones, paid the penalty of an adventure here after nightfall, Dec. 2, 1807, in his sixty-fourth year. It was a dingy dismal spot and a complete man-trap, for several others were drowned in their ignorance of the interruption of the line."

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Spruce Street oyster-wharf was Waln's wharf, which stretched out into the Delaware to a considerable distance, and for years was occupied by the vessels of the Walns in the London and East India trades. An extensive, broad dock, immediately below, was guarded at each corner by a small brick store, belonging to Levi Hollingsworth. Vessels could be loaded or unloaded at these structures with great convenience, and the merchandise guarded from the weather. The Hollingsworths were in the flour business. The wharf of Joseph Sims was near Pine Street, in front of his two stores, and was quite extensive, and in its time the seat of an extensive trade.

East of Water Street, at Pine Street, Penn Street was opened, nearer to Front Street than to Water Street. The houses extended from Penn Street much farther toward the Delaware than on the north side of Pine Street. Lombard Street was not opened through until late in the present century, but there was a small passage opposite called Lombard Alley. Below Pine and north of Lombard were the stores of Thomas Willing and Willing & Francis, with the wharf in front. It was the seat of a very large business before the Revolution and afterward. Passing around Willing's wharf, at Lombard Alley, a second street opened between Penn Street and the river; it was called Little Water Street. After the passenger got around the store of Jacob Girard Koch, the way was straight to South Street.

CHAPTER LIV.

TRANSPORTATION.

Roads—Stage-Coaches—Steamboats—Railroads—City Passenger Railways.

Roads and Stages.—Neither the Dutch nor the Swedes were road-builders,—they were hardly path-finders,—the water being their only medium of conveyance. "The Swedes used boats. The roads were mere paths through the woods made by the Indians."[1] The Delaware River afforded communication with the settlements along its banks, and was likewise the highway of the vessels that brought supplies and colonists from Europe. The settlements spread along its borders, extending but a very short distance back into the country, the river being the great and only thoroughfare, on the waters of which all transportation was carried. With the colonists under Penn the era of road-building began. The "horse-way" is first spoken of, where the pack-horse with sacks, wallets, and baskets or panniers, was the mode of transportation, and surrounded with poultry, pork, butter, flax, and followed by calves and sheep would bring to market the products of the early settlers. The same mode of transportation many years later carried into the interior the necessaries of life which were purchased in the town. "Five hundred pack-horses had been seen at one time in Carlisle, going thence to Shippensburg, Fort London, and farther westward, loaded with merchandise, also salt, iron, etc. The pack-horses used to carry bars of iron on their backs, crooked over and around their bodies, barrels or kegs were hung on each side. . . . The pack-horses were generally led in divisions of twelve or fifteen horses, carrying about two hundredweight each, all going single file, and being managed by two men, one going before as the leader and the other at the tail to see after the safety of the packs. Where the bridle-road passed along declivities or over hills, the path was in some places washed out so deep that the packs or burdens came in contact with the ground or other impeding obstacles, and were frequently displaced. However, as the carriers usually traveled in companies, the packs were soon adjusted and no great delay occasioned. The pack-horses were generally furnished with bells, which were kept from ringing during the day, but were left loose at night, when the horses were set free and permitted to feed and browse. When wagons were first introduced the carriers considered that mode of transportation an invasion of their rights; their indignation was more excited, and they manifested greater rancor than did the regular teamsters when the line of single teams was started some thirty years ago."[2]

Day, in his "Historical Collections," says that "Mercersburg, in Franklin County, was in early days an important point for trade with Indians and settlers on the Western frontier. It was no uncommon event to see there fifty or one hundred pack-horses in a row, taking on their loads of salt, iron, and other commodities for the Monongahela country. The iron made in the Juniata Valley was first conveyed to the Philadelphia and Pittsburgh markets in this expensive way." Edward Howland, in *Harper's Monthly*, says that in 1784 the cost of transportation by pack-horses from Philadelphia to Erie was two hundred and forty-nine dollars a ton, and in 1789 the crank for the first saw-mill in Ohio was carried by pack-horses over the mountains to the Youghiogheny River, and thence shipped by water to its destination on Wolf Creek, sixteen miles from Marietta. The crank weighed one hundred and eighty pounds, and was made in New Haven, Conn., for the New England Ohio Company. The first heavy hauling was done in winter on the snow in sleds, and wagons came gradually into use only as the roads improved. The Conestoga wagon, Rupp says, was first used in 1760. In course of time, or rather in the course of the improvement of roads, these huge vehicles, drawn by six, eight, or more horses, superseded the pack-horse, and became the principal mode of transportation. In 1792

[1] Martin's History of Chester.

[2] Rupp's History of Cumberland County, published in 1846.

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the turnpike from Philadelphia to Lancaster was commenced by a private company, and was finished in 1794 at a cost of four hundred and sixty-five thousand dollars, and was the first stone turnpike in the Union. The dates at which the turnpikes from Philadelphia were commenced are as follows: Philadelphia and Lancaster, 1792; Germantown and Perkiomen, 1801; Cheltenham and Willow Grove, 1803; Chestnut Hill and Spring House, 1804; Philadelphia, Bristol and Morrisville, 1804; Philadelphia, Brandywine and New London, 1810; Perkiomen and Reading, 1811; Ridge, 1812; Spring House and Bethlehem, 1814.

The transportation of mails and passengers was unknown among the earliest settlers, because, perhaps, there were neither mails nor passengers; letters were carried by travelers or traders, or by messengers specially intrusted with them. It was not until population had widened and extended from the river banks that any regular conveyance of letters was necessary. The weekly post-routes between Philadelphia, Chester, New Castle, and other settlements, established by William Penn in 1683, are the commencement of the public mail facilities of Philadelphia. A line of "stage-wagons" between Burlington, N. J., and Amboy is mentioned in Davis' "History of Bucks County" as having commenced in 1732, and it was probably the first public conveyance of passengers. This line of "stage-wagons" connected at the Amboy end with New York by water, and with Philadelphia by the same from the Burlington end. These wagons made but one trip a week, and had no springs, which were not invented until 1787. In 1752 this line carried passengers twice a week.

In that year (1752) the following notice, which was published in Bradford's paper, gave a clear idea of the method of traveling between Philadelphia and New York, a transit which in those times occupied three days:

"This is to give notice to all persons that shall have occasion of transporting themselves, goods, wares, or merchandise, from Philadelphia to New York, or from the latter to the former, that by Joseph Borden, Jun., there is a stage-boat, well-fitted and kept for that purpose, and, if wind and weather will permit, will attend at the Crooked Billet wharf in Philadelphia every Tuesday in every week, and proceed up to Bordentown on Wednesday. On Thursday morning a stage-wagon, with a good awning, kept by Joseph Richards, will be ready to receive them and proceed directly to John Cluck's, opposite the city of Perth Amboy, who keeps a house of good entertainment. On Friday morning a stage-boat, well-fitted and kept by Daniel Obryant, will be ready to receive them and proceed directly to New York, and give her attendance at the White Hall slip, near the Half-Moon Battery. If people be ready at the stage days and places, 'tis believed they may pass the quickest thirty or forty hours, the cheapest and safest way that has yet been made use of, if due attendance be given by us, the subscribers, which we shall endeavor to do as near as possible. All people living on or near the road may have business, by letters or otherwise. Due care shall be taken in the delivery of letters or verbal messages, &c., by us.

"JOSEPH BORDEN, JUN.,
"JOSEPH RICHARDS,
"DANIEL OBRYANT.

"All passengers or goods that shall come to Bordentown on Sunday or Monday in every or any week, by any Trenton shallop, White Hill shallop, or Bordentown shallop, or boats, or in any other whatsoever whose wagon-hire shall amount to 16s. or upwards, shall, upon first notice, have a wagon, and be transported to the above John Cluck's, opposite Amboy, where, if the stage-boat be not ready to receive them, (but it's intended she shall,) it must be allowed they have a greater chance for dispatch of any other place whatsoever—for all the Brunswick, the place above Brunswick, called 'the Landing,' and all the river boats, must pass that place, in whom people may have passages.

"JOSEPH RICHARDS.

"N. B.—For the future, attendance will be given at the Crooked Billet wharf in Philadelphia every Friday and Saturday, and proceed to Bordentown on Sunday and Monday. The stage-wagon will set out for Amboy, passengers or not."

In "Poor Richard's Almanac" for 1753 is an advertisement of the same line, in which it is said, "If people be ready at the stage days and places 'tis believed that they may pass quicker by twenty-four hours than by any other way, as our land carriage is ten miles shorter than by way of Burlington, and our wagon does not fail to go through in a day."

In 1757, Reuben Fitz Randolph gave notice that he drove the Philadelphia and New York stage-wagon by way of the Blazing Star, in New Jersey, starting from White Hall slip, in New York, every Tuesday and Friday, carrying goods and passengers in boats to the Blazing Star, from which a good stage-wagon, kept by Isaac Fitz Randolph, set out every Wednesday and Saturday for New Brunswick, where another stage-wagon, kept by Francis Hollman, set out every Monday and Thursday for Trenton. Thence another wagon, kept by Humphrey Mount, set out every Tuesday and Friday direct to the sign of the George, which was at the southwest corner of Second and Arch Streets, in Philadelphia, where the stage arrived some time during the afternoon of Friday. This was in the winter, and made the time of passage between the two cities more than three days.

In 1757 stages went from John Butler's, at the sign of the Death of the Fox, in Strawberry Alley, to Nathaniel Parker's, at Trenton Ferry, who conveyed passengers and goods across the Delaware River to George Moschel's, in Trenton. Francis Hollman then carried them in a stage through Princeton and New Brunswick to the house of Obadiah Aeries, at Perth Amboy, whence boats, sailed by John Thompson, carried passengers to New York. This trip occupied three days. In the same year Joseph Richards set up a line to New York, which went to Isaac Doles'; thence, through Staten Island (load or no load), to John Watson's, Mrs. Duckett's, and Mrs. Vantile's.

In 1759 a stage-line was set up to New York, starting from Daniel Cooper's Ferry, opposite Philadelphia, and traveling (by the way of Mount Holly) through Monmouth County to Sandy Hook, thence to Middletown, and thence, by the bay and Kill von Kull, to New York. Another line, in 1762, went to Bordentown by stage-boat, and thence by wagon across New Jersey. In 1766 great improvement was made by decreasing the time occupied in transit between the two cities.

John Barnhill set up a stage-wagon, which he called "The Flying-Machine," which went to New York in two days. The performance of this wonderfully swift coach was exceeded in 1771, when the

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passage was made (between the 1st of May and the 1st of September) to New York in a day and a half. One Abraham Skillman contested with Barnhill as to which should make the quickest time, and Charles Bessonet, of Bristol, in 1772 set up another flying-machine, which proceeded to New York by the way of Princeton.

The stages to Baltimore went by way of boat to New Castle, and across the country to the head of the Elk River, from which water conveyance was taken, partly by way of Chesapeake Bay, to Baltimore. In 1757 a line was first set up between Philadelphia and Annapolis, Md., by John Hughes & Co. Stage-boats left Floyd's Wharf, Philadelphia, and sailed down to a point opposite Reedy Island, at Cornelius Carty's, where a wagon attended and proceeded to Fredericktown, from which a stage-boat went to Annapolis. The Rev. Andrew Burnaby, who traveled through North America in 1759 and 1760, left Annapolis on the 13th of June, 1759, for Fredericktown, upon the Sassafras River, in a schooner, and was greatly pleased with the scenery of the bay and with "innumerable porpoises playing about the bows of the ship." At Fredericktown he hired an Italian chaise, with a servant and horse, to attend him as far as Philadelphia. They went to New Castle, which is thirty-two miles, and thence, by the way of Wilmington, Chester, and Darby, to Philadelphia, ferrying across the Schuylkill about three miles below Philadelphia, probably at Penrose Ferry.

Between Philadelphia and the West there were no means of passage except such as were specially obtained by the persons who intended to travel. In 1766, Matthew Clarkson, merchant, of Philadelphia, left the city on a journey to the Mississippi, and kept a diary of the events connected with his journey. He set out on horseback, with a servant, August 6th. On the first day he met wagons loaded with skins coming from the West, and overtook others "loaded with pork going for the King's use to Fort Pitt." He lodged at The Ship, thirty-five miles from Philadelphia.

"The next day, (August 7,) dined at The Duke of Cumberland, and reached Lancaster in the evening. On the 8th crossed the Susquehanna at Wright's ferry and reached York. On the 9th crossed Conewaga creek, and arrived at Carlisle, where he rested till the 12th, when he resumed his journey with a stronger horse, dined at Shippensburg and lodged seven miles further on. On the 13th, at the Burnt Cabins, he overtook thirty-two horse loads of flour on the way to Fort Pitt, and mentions cattle going in the same direction and 'skins' coming eastward. 'This day's journey [thirty-four miles] has been extremely tedious and fatiguing; the road, except the first ten miles, was nothing but hills, mountains, and stones, until you pass the Burnt Cabins, when it is tolerable, but hilly.'

"Aug. 14th.—From Littleton to breakfast at the foot of Sideling hill; dined at the crossing of the Juniata; lodged at Bedford. Here he stopped for a day, and purchased an interest in five tracts of land in Cumberland valley, Danning's creek, and Woodcock valley, mostly in the vicinity of Bedford, containing in all eighteen hundred acres, for one-half of which he paid £90 ($240).

"Aug. 16.—At the foot of the Alleghanies he found an encampment of Indians, under the command of Captain Green, who were engaged in gathering and drying whortleberries. Lodged at Stony creek. Next day dined at Ligonier, and lodged at the Twelve-mile run.

"18th.—To Brushy run, Turtle creek, and reached Fort Pitt just after dark."

"Thus he got 'through in ten days,' without counting stoppages.

"When he reached Fort Pitt he says, 'I was stored away in a small crib, on blankets, in company with fleas and bugs.' He took a walk to 'the ship-yard; found four boats finished and in the water, and three more on the stocks; business going on briskly.'"

The fort was under the command of Maj. Murray, who gave Mr. Clarkson his lodging in the barracks, but on account of the miserable condition of accommodations for boarding, he usually made his meals on bread and milk "at the store. The other officers of the garrison were Capt. Belneavis, Lieuts. McCoy, McIntosh, C. and G. Grant, and Hall. Dr. Murdock and Rev. Mr. McCleggan, chaplains, preached alternately in Erse [Scotch] and English."

Philadelphia STAGE-WAGGON, and New-York STAGE BOAT performs their Stages twice a Week.

JOHN BUTLER, with his waggon, fets out on Mondays from his Houfe, at the Sign of the Death of the Fox, in Strawberry ally, and drives the fame day to Trenton Ferry, when Francis Holman meets him and proceeds on Tuefday to Brunfwick, and the paffengers and goods being fhifted into the waggon of Ifaac Fitzrandolph he takes them to the New Blazing Star to Jacob Fitzrandolph's the fame day, where Rubin Fitzrandolph, with a boat well futed, will receive them, and take them to New-York that night. John Butler returning to Philadelphia on Tuefday with the paffengers and goods delivered to him by Francis Holman, will again fet out for Trenton Ferry on Thurfday, and Francis Holman, &c. will carry his paffengers and goods, with the fame expedition as above to New-York. Teetf.

The first stage-coach which ran directly between Philadelphia and New York was put on by John Butler in 1756, and ran in three days from city to city, crossing the Delaware by means of a ferry-boat from Morrisville to Trenton. Before John Butler and his stage-coach between the two great cities in 1738, conveyance to New York was had by passengers going to Trenton by boat or private conveyance at separate expense. The line to New York was then by stage from Trenton to Brunswick twice a week. From the latter place water communication was again necessary. The proprietors were William Atlee and Thomas Hootin. The fare between New Brunswick and Trenton was two shillings sixpence. This was an experiment during a few months. The line was discontinued on the approach of cold weather. It was not revived in 1739. In 1740, Atlee & Yates, encouraged, as they said, by the success of the experiment of 1738, set up another line between Trenton and New Brunswick, running twice a week. Passengers were charged two shillings sixpence by the stage; merchants' goods

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two shillings per hundred. In 1740, William Meghee established a stage-wagon, running once a week, between Bordentown and Amboy Ferry, "to go twice a week, when there is occasion, if the passengers pay what is reasonable in their case." In 1796 four daily stages ran from Philadelphia to New York, a daily stage to Baltimore, and once or twice a week to Lancaster, Bethlehem, Wilmington, Dover, Harrisburg, Reading and Easton.

Before 1786 all correspondence with Pittsburgh was conveyed by travelers or special messengers, but in that year an order was issued by the government to establish a post from Philadelphia; in 1790 the postage on the route was only one hundred and ten dollars and ninety-nine cents. A line of stages was established between Philadelphia and Lancaster by Frederick Shaeffer in 1784, which took three days for the round trip. A two-horse coach between Reading and Philadelphia was started in 1789, taking two days to make the passage through. A weekly stage commenced to run between Philadelphia and Easton in 1796. The following description of the traveling in those days is from the *American Annual Register*, Jan. 19, 1797: "The Roads from Philadelphia to Baltimore exhibit, for the greater part of the way, an aspect of savage desolation. Chasms to the depth of six, eight, or ten feet occur at numerous intervals. A stage coach which left Philadelphia on the 5th of February, 1796, took five days to go to Baltimore. The weather for the first four days was good. The roads are in a fearful condition. Coaches are overturned, passengers killed, and horses destroyed by the overwork put upon them. In winter sometimes no stage sets out for two weeks."

Upon Scull & Heap's map, 1750, are marked the ferries. There is a house at Greenwich Point. The Lower Ferry on the Schuylkill is Gray's; the Middle Ferry, Gardiner's; the Upper, Scull's; the ferry below the Falls, at the ford, near the present Laurel Hill, Garrigues'. There is a ferry-house also marked just above the Wissahickon, where the river was crossed by a ford. Upon this map the roads leading south are as follows: From Front Street, continued to the Point House; Moyamensing road, running in an irregular direction; from Second Street, continued and bending to the southwest, and stopping at the boundary line of Moyamensing and Passyunk; Passyunk road, running south and bending west, and reaching the Schuylkill near the site of the present gas-works. From this road another one struck off as far as the estate of —— Brock. It was eventually continued to Penrose Ferry. Sober's Lane, or Long Lane, commenced at Cedar Street, near the intersection of Schuylkill Sixth [Seventeenth] Street, and ran southwest, intersecting Passyunk road not far from the Schuylkill. The road to the Lower (Gray's) Ferry ran from Cedar Street, at Schuylkill Front [Twenty-second], to the ferry, precisely as at present. There was a road intersecting most of these running in a northwesterly direction, commencing on the Moyamensing road, near Dam creek, below Cox's house, and extending over to the road to the Lower Ferry, near Kinsey's place, on the west side of the Schuylkill. The road to Chester, by way of the Lower Ferry and the Bell Inn, was intersected near the latter by the road to Province Island. The road now called the West Chester ran in a direction somewhat crooked, but nearly west. Near the ferry the Lancaster road intersected the other, and extended in a northwest direction. The Haverford road, which commenced at the Upper (Scull's) Ferry and ran northwestwardly, was cut by the Lancaster road. From Garrigues' Ferry a road inclining northwest ran into the Lancaster road below the Merion Meeting. A road extended from the Lancaster road, running northeast, and crossed the Schuylkill above the Wissahickon creek, where it ran into the road bearing the same name. The Wissahickon road ran from Ninth and Vine Streets in a northwesterly direction. The Germantown road ran from Second Street, above the sugar-house. The road to Frankford, a continuation of Second Street, ran nearly in its present direction. The Point-no-Point, or Richmond road, extended near the Delaware, as at present. There were cross-roads and connecting roads between these, which made communication somewhat convenient. But many means of travel were afterward necessarily opened. The distances from the city are given upon this map as follows:

	Miles.	*Furlongs.*
Point Road.		
To Poole bridge	0	5
" Lynn's	1	5
" Ball's	2	4
" Warner's	3	0
" Oldman's	5	0
" Hopkin's	5	4
" Logan's	5	6
" Parr's	6	0
Road to Frankford.		
To lane to Ross and Molan's	3	0
" Frankford House	5	0
" Meeting	5	4
" Dr. Moore's	7	6
" Oxford Church	8	6
Road to Germantown.		
To Norris' (Fair Hill)	2	6
" Fair Hill Meeting	3	2
" Rising Sun	4	0
" Stenton	5	5
" Germantown Meeting	6	3½
" Calvinistic Church	6	6½
" W. Allen's	8	6
Wissahickon Road.		
To Garrigues' Ferry	4	6
" Robeson's	6	0¾
" Levering's	7	6¼
Lancaster Road.		
To Coultas' (Middle Ferry)	1	7
" Merion Meeting	7	3
" Scull's Ferry (Upper)	2	7
" Wilcox's	7	0
" Lower Ferry	4	5
" Marshall's mill	5	6
" Darby	7	7
Road to Greenwich.		
To Point House	5	2
Moyamensing Road.		
To Turner's (Wilton)	3	1
Passyunk Road.		
To Pemberton's	1	7
" Passyunk	4	0

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The most important bridge in the neighborhood of the city was that which crossed the Cohoquenoque [Pegg's Run] near the house of one Poole, a ship-builder. It was constructed of stone, and Mr. Watson says that "its erection was a matter beyond the skill of our city masons." It was built by Israel Roberts, who was sent for to Maryland for the purpose of building it. It changed slightly the course of Front Street, which had run west of the present site at Willow Street, and crossed it by a low wooden bridge. Poole's bridge was for many years a noted landmark.

Before the Revolution there were only three roads by which passage northward could be had from the city of Philadelphia. One was by way of Front Street, passing to Frankford, and so to New York. Another was by the road to Germantown, and still another by the Ridge road to the valley of the Schuylkill. In summer the route to New York was generally by stage-boat to Burlington or Bordentown, and thence across New Jersey, by stage to Amboy, and then by boat to New York. What is now in the built-up parts of the city called the Old York road is actually the new New York road, and it was opened after the Revolution. It runs into the old stage route, or Front Street road, at some distance from the city. The old road to Baltimore was by the Darby road to Chester, and so on. What is called the Baltimore pike was laid out after the Revolution. The usual route to Baltimore in spring, summer, and fall was by stage-boat to New Castle, thence by stage over the peninsula to Elk River, and thence by boat to Baltimore. Washington, when he came to Philadelphia, on his way to New York, after he was elected President, came up the road leading through Chester and Darby, and crossed at Gray's Ferry floating bridge. His route to New York was by Front Street to Frankford, etc. The route of the traveler in 1773 from Philadelphia to Harris' Ferry, now Harrisburg, would have been, from Philadelphia to Schuylkill, two miles; Black Horse, four miles; Prince of Wales, one mile; Buck, one mile; Sorrel Horse, one mile; Plough, one mile; Unicorn, three miles; Blue Ball, four miles; Admiral Warren, three miles; White Horse, three miles; Downing's, seven miles; The Ship, two miles; The Wagon, six miles; Miller's, six miles; Douglass', three miles; The Hat, four miles; Duke of Cumberland, three miles; Red Lion, three miles; Conestoga Creek, four miles; Lancaster Court-house, two miles; Scott's, nine miles; Bayley's, five miles; Hugh's, four miles; Sample's, three miles; Swatara, three miles; Taylor's, three miles; Harris' Ferry, eight miles. The above is an itinerary in an almanac for 1766. The traveler might go also from Philadelphia to Reading, where he had choice of two roads. The road from Reading to Lancaster was different from that from Reading to Harris' Ferry. The road to Lancaster was not very different from that of the turnpike, which was mainly constructed on the old King's road to Lancaster.

Charles William Jansen, who resided in America from 1793 to 1806, thus describes in his book, "The Stranger in America," a journey from New York to Philadelphia:

"Having been safely ferried over to Paulus' Hook—a miserable place supported by travellers, all the New York stages and horses for proceeding with being kept there—we saw a number of horses with waggons, yoked, ready to depart, and groups of passengers assembled, forming a truly curious scene. I now mounted for the first time an American stage—literally a kind of light wagon. . . . The vehicle, which is of the same construction throughout the country, is calculated to hold twelve persons, who all sit on benches placed across, with their faces toward the horses. The front seat also holds three, one of whom is the driver; and as there are no doors at the sides, the passengers get in over the front wheels and take their seats as they enter. The first of course get seats behind the rest. This is the most esteemed seat, because you can rest your shaken frame against the back part of the wagon. Women are therefore generally indulged with it; and it is often laughable to see them crawling to their seats. If they happen to be late they have to straddle over the men who are seated further in front. . . . Stumps of trees, left uprooted for Time to consume, yet impede your progress even in the much frequented road between the two largest cities in the United States. Several miles immediately before you enter Trenton the road is so bad in some places that the driver, with whom I chose to sit, told me his horses stalled—that is, they were for some time unable to drag the wagon over the worst places. He also said that the road had not been repaired within his memory; and he did not cease cursing and swearing until we entered Trenton late in the day, a distance of sixty-six miles."

Mr. Jansen further remarks that he set off from Trenton at six o'clock the next morning, and arrived in this city at the Franklin Head, on North Second Street, at two in the afternoon. The average rate of charge was not quite fourpence per (English) mile. Until the year 1802 the stages that set out from Philadelphia did not go farther south than to Petersburg, Va., which is about three hundred miles from Philadelphia; but in the month of March in that year a new line of "correspondence" was formed between the latter city and Charleston. The journey was about a fortnight, the distance about fifteen hundred miles, and the fare fifty piastres. There were stages also between Philadelphia, New York, and Boston, as well as between Charleston and Savannah, in Georgia, so that "from Boston to Savannah . . . a person may travel by stages." Michaux in 1802 went from Philadelphia to Pittsburgh. He reached Shippensburg by way of Lancaster, York, and Carlisle, and remarked: "Shippensburg, about one hundred and forty miles from Philadelphia, is the furthest place that stages go to upon that road. A person must either travel the remainder of the road to Pittsburgh on foot, or purchase horses."

Samuel Breck, who visited the city of Washington in 1809, says that he went with his brother George "in his tandem, accompanied by a groom." They left the city at ten o'clock in the morning, dined at Chester, and supped and lodged in Newport, Del., from which they set off the next morning after breakfast, passed through Elkton, dined at Charlestown, and supped and lodged at Havre de Grace. The next day they dined at the Red Lion, thirteen miles from Baltimore, where they lodged at the Indian Queen, kept by John Gadsby, a hotel so capacious

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that Mr. Breck could not refrain from mentioning that it accommodated two hundred lodgers, that the table was laid for thirty-six people, that the bed-chambers all had single beds, and that the servants were more attentive than in any public or private house that he ever knew. When they left Baltimore they dined about fourteen miles from the city, and slept at Bladensburg, and did not reach Washington until some time on the morning of the next day. The traveling time occupied by this journey was four days.

In 1810, Samuel Breck went to Boston in a hackney-coach drawn by four horses. His wife, daughter, and maid-servant were of the party. They reached Trenton by night, where they slept. On the second day they dined at Brunswick, and slept at Elizabethtown. They arrived in New York before dinner the next day. After walking around the city, they left New York at noon of the 24th, and slept at Rye. Next day they dined at Stamford, and slept at Stratford.

OLD STAGE-COACH.

On the succeeding day they dined eight miles beyond New Haven, and slept at Berlin. The day following they breakfasted at Hartford, and slept at a tavern near Ashford. The seventh day of the journey brought them to Thompson's tavern for dinner, and they slept at Merriam. On the 29th of July they dined at Dedham, and arrived at Boston before sundown. Deducting the twenty-four hours spent in the city of New York, this journey from Philadelphia to Boston occupied seven days. Mr. Breck says "it was one of the most pleasant rides imaginable. The roads are turnpiked all the way, and of the seven ferries that a traveler was obliged formerly to pass, there remains now but that at Paulus Hook, which can never be bridged. The roads are not only extremely improved, but they are shortened thirty-six miles between Philadelphia and Boston." Mr. Breck "returned to Sweet Briar on the 15th of August, after an absence of twenty-six days on a delightful journey of six hundred miles going and returning, . . . meeting with exceeding good inns. . . . The expense of this journey was about five hundred dollars."

John Palmer, who went from Philadelphia to Baltimore in 1817, says,—

"After dinner we proceeded on board the steamboat '.Etna,' part or wholly owned by the above-named ex-King [Joseph Bonaparte]. Having never been in a steamboat, I was much pleased with its size, beauty, convenience, and swiftness—going six miles an hour against the tide. . . The boat was full of passengers for Baltimore. I observed that an amazing quantity of trunks and portmanteaus were used by American travelers, and even by people going on short visits. I think we had two wagon-loads on board, and not a box among them. The people on board appeared almost invariably genteel in their dress and manners. The reason for this is, I conceive, that equality which reigns among Americans, no distinction being made—all having the same cabin to sit in and the same table to dine at. The passenger who aspires to be thought respectable, knowing the rule, spruces himself up accordingly."

Henry Bradshaw thus relates his tribulations, on reaching the steamboat wharf in Philadelphia, on account of the business anxiety of the porters and hackmen:

"When our host arrived we were inundated with porters, the greater part of whom were blacks. The rest were Irish. They had tin plates on their hats or breasts, upon which were written their names and residences. I, for the first time, allowed my trunk to go out of my sight. In England, among strange porters, I would have been more particular, but here such things are done without hesitation. I should not suppose that this proceeded from any peculiar feelings of national honor, nor from a general spirit of integrity. The real cause lies, I rather think, in the simple fact that any man may obtain work, and, when it is completed, he will be liberally paid. The inducements to dishonesty are thus lessened at their true source."

In "The Crosby Family" are given the experiences of Nathan Crosby, in 1818:

"After spending a few weeks with my brother Ass, I made a trip to Philadelphia,—by stage to Bristol, and thence by boat. There were three grades of coaches on the line, at different prices,—three, four, and five dollars. There were a dozen or more of them running together. Of course, being a member of college, I entered the highest-priced coach, expecting to go forward and to be treated with especial respect and favor. But I soon found out that the coaches ran for luck, outstripping each other, and trying to escape each other's dust as best they could. I found, too, that my companions were dashing young chaps and flashy people, while the four-dollar coaches were filled with solid-looking business men, so when I returned I took another grade. It took two days to get from New York to Philadelphia; but I stopped over a day to attend commencement at Princeton, where a little balloon was sent up in the evening, to the great admiration of everybody, and much to my surprise. I had learned in New York that our ninepence was a shilling there, and that a half-penny was sixpence; but when I came to pay for a dinner in New York, and was required to pay 'two levies, a 8'peny bit, and two cents,' I did not know what the fellow meant. So I gave him half a dollar, and by the change returned I ciphered out the value attached to the names. The York shilling had become an elevenpence, and the sixpence a fivepence, with fractions."

James Flint said, in 1822,—

"On the morning of the 20th of September I went to the coach office in Philadelphia to take my seat. Such is the number of travelers that I found it necessary to take out a ticket two days previously. The mail-coach is a large, clumsy vehicle, carrying twelve passengers. It is greatly incumbered by large bags, which are enormously swollen by the bulk of newspapers. As a substitute for glass windows, a large roll of leather is let down on each side in bad weather."

The Duke of Saxe-Weimar, who was in Philadelphia in 1825–26, and who came from New York, says that when he left the steamboat "Thistle," at New Brunswick,—

"eight stages were already waiting for us, having each four horses, and the passengers were so numerous that each stage carried from eight to nine persons. We had hardly time to have our baggage packed, and consequently could see nothing of the neighborhood. We continued our journey through New Brunswick—apparently a busy and well-built place—thirty miles by land to Trenton, on the Delaware. The road led through a hilly country, but carefully turnpiked, several pits being filled up to make the road even. This road is formed somewhat according to the manner of German turnpikes, of small beaten stones, with side-roads and ditches. The neighborhood is mostly woody, consisting of chestnuts and oaks. The forest has been regularly cleared of

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undergrowth, and has a cleanly appearance. In places where the wood has been felled the land is well cultivated with corn and fruit trees. Most of the good-looking houses we passed were provided with cider-presses. About four o'clock P.M. we arrived at Trenton, and immediately embarked in the steamboat 'Philadelphia.' . . . The banks of the Delaware are hilly, well-cultivated, and covered with elegant country-seats and villages. The neighborhood and the breadth of the river reminded me of the river Main, near Frankfort. Unfortunately we could not enjoy this handsome landscape, because as soon as we arrived on board we sat down to dinner, and afterward it became dark."

Stages to Long Branch were advertised in the Philadelphia papers of 1800 by Samuel Gordon and Samuel Coward, the route being from Philadelphia to Trenton, thence, by way of Allentown and Monmouth Court-House, to Long Branch. In 1802, Samuel Gordon and Henry Alley ran the Long Branch coaches on Wednesdays and Saturdays, at six cents per mile. In 1806 the increase of travel to Long Branch induced the running of coaches from Thomas Anderson's Sorrel Horse Tavern, on Second Street, above Market, on Mondays and Thursdays. The route to Long Branch changed, in 1811, in consequence of the use of steamboats. The daily line started from Burlington upon the arrival of the steamboat "Phœnix."

The first through line of coaches from Philadelphia to Pittsburgh was established in August, 1804, the time occupied in making the journey one way being seven days. The route lay through Lancaster, Harrisburg, Carlisle, Shippensburg, Bedford, Somerset, and Greensburg. A daily line between Philadelphia and Pittsburgh was established in 1828, the price of passage being from eighteen to twenty-two dollars. The opening of the main line of State improvements, in 1834, diverted travel from the stage line, but as the canals were frozen over in the winter, recourse was then necessary to the stages, and they were not wholly dispensed with until the opening of the Pennsylvania Railroad, in 1832.

The roads immediately around the city were in a very bad condition at the beginning of the century. The Germantown road, in 1801, was pronounced by the Philadelphia *Gazette* to be "the worst in the United States." There were numerous accidents upon it by the stoppage of wagons, spraining of horses, breaking of wheels and axles, and other injuries occasioned by the deep mud through which passage was required to be made. This condition of the road forced the Germantown people to seek the city either by way of Frankford, or to make their way, fox-hunting fashion, "across country," pulling down fences and invading the property of owners of land adjoining the road. In that year the Germantown turnpike was incorporated, and various other "pikes" established, as already stated. In those days of bad roads, families of wealth did not go out of town in summer, as at present; watering-places, summer resorts, and country hotels were not known until after the war of 1812. Country-seats at short distances in the suburbs were owned by many families, to which their city friends made frequent, sometimes troublesome, and often unwelcome visitations.[1]

The earliest mention of water transportation, other than that by large sea-going vessels, is made by Thomas Budd in his "Account of Pennsylvania and New Jersey," published in 1685, where he says that "after great rains we may bring down great quantities of goods in flat-bottomed boats, built for that purpose, which will then come down by reason of the floods with great speed." The removal of obstructions to the navigation of the Schuylkill was agitated through the *Gazette* in 1760. In consequence of this a petition was presented to the Assembly to appoint proper persons to view the river, estimate the expense, and receive subscriptions for carrying on the work. The House appointed Messrs. Potts, Pawling, Bird, Wain, Roberts, and Davis commissioners to examine the condition of the river, and to estimate the expense of making it navigable from Reading to Philadelphia. This committee reported in September that they had viewed the river from Palmer's saw-mill, near the lower falls, to Reading. If the fishing-dams were removed and the loose stones at certain points were also taken away, so as to throw the water into that part of the channel which was cleared for navigation, it was believed that the Schuylkill might be made navigable for flat-bottomed boats and other craft of a proper construction and of considerable burthen; and that the removal of the rocks at the falls near Reading and below Morris' mill might be effected for three thousand pounds, so as to render the river navigable through the greatest part of the year for rafts, timber, boards, scantling, and to boats even of the burthen of four thousand pounds' weight. The application to the Assembly for the sanctioning of measures necessary for rendering the Schuylkill navigable was again renewed at a later period. In furtherance of this important object a law was passed on the 14th of March, 1761. Messrs. Joseph Fox, John Hughes, Samuel Rhoads, John Potts, William Palmer, David Davis, Mordecai Moore, Henry Pawling, James Coultas, Jonathan Coates, Joseph Millard, William Bird, Francis Parvin, Benjamin Lightfoot, and Isaac Levan were appointed commissioners "for clearing, scouring,

[1] John Binns, in his "Recollections," gives a somewhat humorous statement of the disadvantage of this fashion. He says, "In the years 1814–15 I had a summer residence—a very neat establishment—distant about three miles from the city on the upper Harrowgate lane. I generally went out every afternoon, and came to the city every morning. I was in the country all day on Sunday. I had about five acres of land. It was a very handsome house, with balconies all around it. I had no conception of the many friends—ladies and gentlemen—I had until I purchased that place. We pass over weekdays and come to Sunday, which, if it did not pour rain, was always with us a gala day. There was tea and coffee, and wine and other liquors suitable for the palates of ladies and gentlemen who had taken the trouble to go so far to taste their flavor, and to do honor to the host and hostess and their amiable family. In a word, the house and garden were so well frequented, and the fare so highly relished, that the host and hostess, after a trial of two seasons, sold their country seat for five hundred dollars less than they gave for it, and were ever after content to live in the city, and give their visiting friends no further trouble."

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and rendering the Schuylkill navigable." They were empowered to receive all moneys already subscribed for that purpose, and to collect more. They were granted authority to clear, scour, open, enlarge, straighten, or deepen the said river, and to cut, blow up, remove, and take away all trees, rocks, beds of gravel, mud, sand, fishing-weirs, dams, baskets, pounds, stones, or other impediments, and to make dams and pens for locks or other suitable works, and to make towing-paths for hauling boats, rafts, or other small craft. The merchants of the city petitioned the House in relation to the navigation of the Delaware River in winter. Upon account of the ice there were frequent losses from the want of a place of safety for ships between the capes and Philadelphia. As the merchants paid the excise, upon which there was a surplus of money over the amount for which the impost was laid, they asked that the extra sum should be appropriated to the erection of piers in some part of the river for the protection of vessels from ice. The Governor approved of this request, and the petition and bill were sent back to the House, which agreed to allow of a rider to that effect to be annexed to the bill to sell the provincial ship of war.

Steamboats.—The use of steamboats in travel and transportation supplanted that of stages along all routes which steamboats connected. The location of Philadelphia upon the broad waters of the Delaware made the steamboats popular at an early day. The first boat ever moved by steam upon the Delaware River—and, indeed, there is cause for belief, anywhere in the world—was a small skiff, which was propelled by means of a small steam-engine. It was built by John Fitch, and was first tried July 20, 1786.[1] Fitch was a native of Connecticut, born on the 21st of January, 1743 (old style). The son of a farmer, he received a limited education, and was apprenticed to learn the business of clock- and watch-making. He afterward engaged in the manufacture of potash without success, and after his failure in that business removed to Trenton, N. J., where he secured profitable employment as a silver-smith. As armorer to the State of New Jersey, he was engaged in preparing guns and other weapons for the troops during the early part of the Revolutionary war; but on the approach of the British, in 1776, he removed to Bucks County, Pa., and for a short time attempted to carry on his business there. He afterwards became a sutler, and supplied the American troops at Valley Forge with goods and provisions. The profits of this business were invested in Virginia land-warrants, and in order to locate these he visited in 1780 the country now included in the State of Kentucky. Having learned something of surveying in his early boyhood, he obtained an appointment as assistant surveyor from the State of Virginia, and after some dangerous adventures, succeeded in locating his warrants in Jefferson, Nelson, Lincoln, and Fayette Counties. Believing that this section of the country was destined to develop rapidly, he raised all the funds he could, and made another trip to Kentucky in 1781. But while descending the Ohio in the spring of 1782, he and his companions were captured by Indians near the mouth of the Muskingum, and handed over to the British. Fitch was sent to New York, where he arrived on Christmas day, 1782.

Having been released, he went to Bucks County, and was employed by a company formed for the purpose of surveying and taking up lands in Ohio. Returning to the Ohio River he surveyed eighty-four thousand acres from the Hockhocking up to Wheeling Island and back into the woods, and in the spring of 1785 made surveys of the Hockhocking and Muskingum Rivers, covering two hundred and fifty thousand acres. Upon returning to Pennsylvania he applied for a situation as surveyor under the United States, and while awaiting the result of his application at his home in Bucks County, engraved a map of the country through which he had traveled, which he printed on a press that he made for the purpose. While thus employed the idea of the steamboat occurred to him. In April, 1785, having been passed while walking along the road by a vehicle drawn by a fine horse, the thought suggested itself whether some other means of locomotion on land might not be invented. He had noticed the expansive power of steam, but was ignorant at the time of the existence of the steam-engine. At first he set to work to invent a vehicle that might be propelled by steam on land, but in consequence of the roughness of the roads and the difficulties which have not been overcome even yet, in the way of constructing such a machine, he abandoned the attempt. It occurred to him, however, that, as water offered less resistance to the propelling power, steam might be applied with more success to boats. Accordingly he prepared a model with brass machinery and wooden paddle-wheels, of the pattern used on side-wheel steamboats, which was tried on a small stream on Joseph Longstreth's farm, in Southampton township, Bucks Co. In August, 1785, he brought his model to Philadelphia and exhibited it to Dr. John Ewing, provost of the University of Pennsylvania, Dr. Samuel Smith, provost of Princeton College, and William C. Houston, formerly a member of Congress for New Jersey, who gave him letters in which they expressed their belief in the practicability of applying steam as the motive power for vessels. With these certificates Fitch went to New York, where, on the 29th of August, 1785, he laid a petition before Congress for aid to complete his invention on the ground that it would facilitate the internal navigation of the United States, and was "adapted especially to the waters of the Mississippi." This petition was referred to a com-

[1] The application of steam to the propulsion of boats was the subject of conversation, as early as 1776, between Mr. Henry, of Lancaster, Pa., and Andrew Ellicott, and the former laid a drawing of a steamboat before the Philosophical Society.

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mittee, which does not seem to have thought it worth while to make a report upon it. Fitch then applied to the Spanish minister, who was not unwilling to extend some aid, provided the invention was secured exclusively to his king. To this condition, however, Fitch would not consent.

In September, 1785, he laid a model of his steamboat, which was fitted with paddles at the sides moving on an endless chain, before the American Philosophical Society. Soon afterward—in the fall of 1785—Fitch again set out for Kentucky, but stopped at Richmond in order to petition the Virginia Legislature for assistance to complete his invention. No

FITCH'S FIRST STEAMBOAT.

formal report was made in the Legislature, but Fitch executed a bond to Patrick Henry, Governor of Virginia, pledging himself, if he sold one thousand copies of his map of the western country in Virginia at 6*s.* 8*d.* each, that he would in nine months thereafter exhibit a steamboat in the waters of Virginia or forfeit the penalty of three hundred and fifty pounds. As the sales of the map were very small, the contract was never fulfilled. Returning to Philadelphia, Fitch applied to the Pennsylvania Legislature for assistance, and soon afterward made a similar appeal to the Maryland Legislature, but neither body responded favorably. An attempt to induce the State of New Jersey to appropriate one thousand pounds of loan certificates for the construction of a steamboat also failed. Shortly afterward, however, the New Jersey Legislature passed a law giving to John Fitch for fourteen years the exclusive right of making and using all and every species of boats or water craft which might be urged or propelled by the force of fire or steam in the waters of the State. Armed with these franchises, Fitch returned to Philadelphia and succeeded in forming a company with stock divided into forty shares, of which Fitch was to have twenty for his invention and services in conducting the experiments. The original subscribers were Samuel Vaughn, Richard Wells, Benjamin W. Morris, John Morris, Joseph Budd, John and Chamless Hart, Thomas Say, Magnus Miller, Gideon Hill Wells, Thomas Palmer, Thomas Hutchins, Richard Wells, Jr., John Strother, Israel Israel, William Reubel, and Edward Brooks, Jr., each of whom had one share; Richard Stockton, of Princeton, three shares; and Benjamin Say, two shares. Stacy Potts, of Trenton, was an early member of the company, but soon withdrew.

In constructing the steam-engine the assistance of Henry Voight, a Philadelphia clock- and watchmaker, was secured, and shares in the company were made over to him, until, in 1787, he had received five of them for his services. The subscribers generally paid in twenty dollars on their shares, and with this small fund the experiments were commenced. The model of a steam-engine was made, but proved to be too small to accomplish anything, and another model, with a three-inch cylinder, was constructed, and placed in a small skiff. Trials were made on the Delaware about the 20th of July, 1786, with "a screw of paddles," a screw propeller, the endless chain and side-wheels, without much success. That night Fitch thought of a plan for propelling the boat by means of oars or paddles at the sides, to be moved by cranks worked by machinery. The plan was approved by Voight, who suggested some modifications, and the apparatus was constructed and applied to the skiff containing the steam-engine. The experiment was successful, "and the first boat successfully propelled by steam in America was moved in the Delaware on the 27th of July, 1786, with flattering promises of the future usefulness of the invention."[1] Fitch and his associates were so well pleased with the success of the experiment that they determined to attempt the construction of a steamboat for practical use. The original subscriptions were now exhausted, and the shareholders were slow in responding to the appeal for additional contributions. Fitch persuaded a committee of the Assembly to report in September in favor of loaning him one hundred and fifty pounds, but the House, by a vote of twenty-eight to thirty-two, refused to make the appropriation. Application was also made to Gen. Mifflin without success, and the project began to lose ground. The State of Delaware confirmed Fitch's right to the invention; but the general impression seemed to be that the idea was chimerical and not likely to produce any substantial results. In February, 1787, however, a new agreement was signed by the shareholders, and additional sums advanced. It was decided that the engine for the proposed steamboat should be of twelve-inch cylinder, and that the vessel itself should be forty-five feet in length and twelve feet beam. The engine was completed in May, 1787, but "the wooden caps" to the cylinder admitted air and the piston was leaky. It was necessary to take out all the works to the foundation and set them up again, but when this was done the condensation proved to be imperfect. New condensers and other machinery were provided, and a speed of three or four miles an hour was attained. Owing to the deficient character of the workman-

[1] Thompson Westcott, "Life of John Fitch."

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ship, the mechanics being ordinary blacksmiths, the machinery was very imperfect, and Fitch was harassed by repeated failures and accidents.

On the 22d of August, 1787, the boat, forty-five feet long, was propelled on the Delaware in the presence of nearly all the members of the convention who framed the Federal Constitution, and certificates as to the success of the experiment were given by Governor Randolph and Dr. Johnson, of Virginia; David Rittenhouse, the astronomer;[1] Dr. John Ewing, of the University of Pennsylvania; and Andrew Ellicott, professor at the Episcopal Academy. Fitch was not satisfied with the rate of progress attained, and decided that more power must be applied. Accordingly, a new cylinder, of eighteen inches diameter, was cast in New Jersey; but, proving defective, was broken up. At this stage of his invention, Fitch was disturbed by a report that James Rumsey, of Berkeley County, Va., who had obtained legislative acts in 1784 and 1785 protecting appliances for propelling a boat against a rapid stream, had invented a steamboat. He at once applied to the Virginia Legislature for the passage of a law confirming his claim to the invention of the steamboat. Three members of the Virginia Legislature who had seen Rumsey's boat tried at Bath, in 1784, testified that it was *not* a steamboat, nor in any way moved by steam. The boat was fitted up with paddle-wheels at the sides, but these wheels, when the bow of the boat was placed so as to stem the current, revolved with the stream, giving motion to certain setting-poles or pushes, which, bearing against the bottom of shallow rivers, pushed the boat up the stream, working faster as the current became stronger. This was the kind of boat for which Rumsey had obtained special laws, and the committee of the Legislature of Virginia, satisfied that this invention was not *a steamboat*, recommended the passage of a law to encourage the rights of Fitch, which was accordingly passed Nov. 7, 1787, with the condition that, unless Fitch should have in use within three years boats or craft navigated by steam, the grant should become void. Fitch next repaired to New York, where, about the beginning of March, 1788, he presented a petition to the Continental Congress for assistance, wherein he set forth the great importance of steamboats, especially in western waters, in developing the resources of the country, and increasing the value of the public lands. The report of the committee of Congress was favorable, but no action was taken on it in consequence of the limited powers possessed by that body under the Confederation.

During Fitch's absence Rumsey had made his appearance in Philadelphia, claiming to be the inventor of the steamboat. He had built a steamboat on the plan suggested by Franklin of sucking in water at the bow and discharging it at the stern, which was tried at Shepherdstown, on the Potomac, Sept. 3 and 11, 1787, more than a year after Fitch's steam-skiff had been tested on the Delaware, and more than three months after the steamboat had been propelled on the same river in the presence of members of the Federal Convention. Rumsey, while not claiming that his pole-boat was a steamboat, asserted that he had projected a steamboat in 1784, the construction of which was commenced in the summer of 1785, the machinery being finished and on board by December of that year. The ice coming on, however, the works had been taken out and the experiment postponed. In support of these assertions Rumsey relied on the evidence of Charles Morrow, his brother-in-law and partner in the enterprise, Joseph Barnes, another brother-in-law, also interested in the invention, and two others. Rumsey and Fitch both published pamphlets in support of their respective claims, and Fitch's statements were replied to by Barnes, the agent of Rumsey. Fitch alleged that Rumsey had attempted to deceive the public by publishing the certificates in favor of his pole-boat as having been given for the steamboat which he claimed to have constructed, and produced a number of witnesses, neighbors of Rumsey, who testified that they had seen his experiments with the pole-boat in 1784, 1785, and 1786, at the time he said he was trying the steamboat, but had never seen or heard of Rumsey's plan for a steamboat until the spring of 1786. They asserted, also, that Rumsey's steamboat was not in operation until December, 1787. Incidentally it was shown by Fitch that Rumsey had made no opposition when he (Fitch), in August, 1785, applied to Congress, and subsequently petitioned the Legislatures of different States—among them Virginia, Rumsey's own State—for aid in the application of steam as a motive power. A society, however, was formed in Philadelphia, under the name of the Rumseian Society, which bought Rumsey's rights, and sought to secure the repeal of the laws passed in favor of Fitch in Pennsylvania, Virginia, New Jersey, and New York, but failed in every instance. Fitch and his associates were much embarrassed by the controversy, but persevered in their efforts to solve the problem of steam transportation. After the old eighteen-inch cylinder had been broken up it was determined to put the old machinery in a new boat of better proportions. A boat of eight feet beam and sixty feet in length was accordingly constructed, and the position of the oars or paddles was changed, being placed at the stern instead of at the side and pushed against the water.

[1] "This may certify that the subscriber has frequently seen Mr. Fitch's steamboat, which, with great labor and perseverance, he has at length completed; and has likewise been on board when the boat was worked against both wind and tide, with considerable velocity, by the force of steam only. Mr. Fitch's merits in constructing a good steam-engine, and applying it to so useful a purpose, will no doubt meet with the encouragement he so richly deserves from the generosity of his countrymen, especially those who wish to promote every improvement of the useful arts in America.

"DAVID RITTENHOUSE.

"PHILADELPHIA, Dec. 12, 1787."

After various delays the machinery was made to work satisfactorily, and in July, 1788, the steamboat set out for Burlington. On reaching the wharf at the latter place the boiler sprung a leak, and the boat, which had become unmanageable, drifted back to Philadelphia with the tide.

Shortly afterward, however, the trip to Burlington and back was made successfully, being repeated several times during the season without any accident. On the 12th of October, with thirty passengers on board, the boat made the voyage to Burlington, a distance of twenty miles, in three hours and ten minutes, against a tide which set at the rate of two miles an hour. On the 16th of the same month Dr. John Ewing, Robert Patterson, Andrew Ellicott, John Smilie, David Redick, James Hutchinson, Timothy Matlack, Charles Pettit, Jonathan B. Smith, David Rittenhouse, and Capt. John Heart (of the United States army) were on board, and they certified that "the boat went at least four miles an hour."

FITCH'S STEAMBOAT.

But neither Fitch nor his company was satisfied with this rate of speed. To render the vessel profitable against the competition of sailing-packets and land-stages it was deemed necessary that she should be able to make the distance to Trenton, thirty-eight miles, in five hours. The sum of sixteen hundred pounds had been spent in the enterprise, but an auxiliary company was formed, under certain conditions, with forty new shares at ten pounds each. The members of this new association were Dr. William Thornton, Isaac W. Morris, Samuel Wetherill, Jr., Richard Hill Morris, Hon. James Wilson, Capt. John Heart, Wood Lloyd, Francis White, Stacy Potts, and Robert Scott. A new cylinder of eighteen inches in diameter was ordered in March, 1789, and an entirely new steam-engine built. The boat, thus provided with new machinery, made several trips, but defects in the machinery interfered with the complete success of the invention, and the experimenters were still further disheartened by the partial destruction of the vessel by fire. Large sums were spent, and Fitch, reduced to poverty, was the object of general ridicule as an enthusiast and visionary. In the spring of 1790 the machinery was tried again, and a successful trip made during a severe northeast storm. On the 11th of May the boat went to Burlington against a strong head-wind, the tide in its favor, in three hours and a quarter, and on the 16th of June Gen. Thomas Mifflin (president) and the other members of the Executive Council took a trip in Fitch's boat. They were so much pleased with the results that they presented the boat with a set of flags. An accurate measurement taken at dead-water showed that the steamboat traveled at the rate of eight miles an hour. On the 14th of June, 1790, "the steamboat" was advertised as "ready to take passengers from Arch Street ferry every Monday, Wednesday, and Friday for Burlington, Bristol, Bordentown, and Trenton, to return on Tuesdays, Thursdays, and Saturdays. Price for passengers, 2*s.* 6*d.* to Burlington and Bristol; 3*s.* 9*d.* to Bordentown; 5*s.* to Trenton." Between that time and September 12th the Philadelphia newspapers contained no less than twenty-three advertisements, stating the times of twenty-one trips. Some of these were to Chester, to Wilmington, and round the Schuylkill to Gray's and the Middle Ferries. During the summer and fall the steamboat is estimated to have traveled nearly three thousand miles.

According to Fitch's journal, no accident occurred that could not be repaired in an hour or two. On one of the trips the boat traveled ninety miles in twelve and a half hours, an average of seven and a half miles.[1] The success of this boat induced the company to undertake the construction of a larger one, to be called the "Perseverance." It was to have been finished in time to send it with the other to Virginia, in order to comply with the terms of Fitch's privileges, which were important, as they involved the right of navigation of the Ohio. Owing to the lukewarmness of some members of the company, however, the work progressed very slowly, and when the boat was nearly finished, a violent storm detached her from her moorings and blew her ashore on Petty's Island. Before she could be got off the Virginia law had expired, and on the approach of winter work was abandoned. Fitch's weary struggle was now nearly ended. His company had become tired of the project, and, although he secured some additional subscriptions by interesting his friends in a project for the navigation of the Mississippi, his resources were soon exhausted by the failures and discouragements which still attended his efforts to construct a satisfactory steam-engine. He endeavored, without success, to raise money on his lands in Kentucky. In a letter to David Rittenhouse, dated June 29, 1792, he begged an advance of fifty pounds to finish the boat,

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[1] In 1807, Fulton's boat, the "Clermont," only made four miles and three-quarters an hour on the Hudson. In 1811, Fulton offered Dr. Thornton, one of Fitch's associates, one hundred and fifty thousand dollars if he could construct a boat that would make six miles an hour. Thornton was willing to undertake it, but Fulton declined to reduce his proposition to writing.

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and with faith in his invention still strong in him, said, "This, sir, whether I bring it to perfection or not, will be the mode of crossing the Atlantic, in time, for packets and armed vessels." But those who had assisted him were not disposed to risk anything more in the venture, and all his efforts to raise additional funds having failed, Fitch was reduced to a miserable state of penury and want.[1]

Fitch was granted a patent for the steamboat on the 23d of April, 1791. In October, 1792, he sealed up the account he had written of his life and invention, with the request that the manuscripts should not be opened until the year 1823. At this time he contemplated suicide, but gave over that idea for the time being in order to visit France, under a contract with Aaron Vail, United States consul at L'Orient, who had intended to introduce the steamboat in France and other European countries. The French revolution, however, put a stop to this project, and, after a short stay, Fitch returned to the United States, working his passage in a vessel bound to Boston, where he landed in 1794. After remaining some time with his sister in Connecticut, he went to New York City, where, in 1796, under the patronage of Chancellor Livingston, he moved a yawl by steam with a screw propeller on the Collect Pond. He then went to Kentucky, where he found his land in the possession of intruders, and became involved in a series of vexatious lawsuits. At last, in June or July, 1798, utterly disheartened and worn out, he committed suicide.[2]

During the summer of the previous year (1797), however, a steamboat was again seen moving on the Delaware, in front of the port of Philadelphia. This machine was built near Bordentown by Samuel Morey, of Connecticut. He was aided by Dr. Burgess Allison, of Bordentown, who had been a member of Rumsey's Steamboat Company. This boat was propelled by paddle-wheels at the sides, in the modern fashion. It was exhibited for some time at the wharves of the city, and differed in no material principle from the boats afterward built by Fulton. Morey began to experiment in steamboats in 1790, on the Connecticut River, and afterward tried experiments at New York. In 1794 he propelled his boat by steam from Hartford to New York, by a wheel at the stern, at the rate of five miles an hour. On one occasion it went from the ferry at New York to Greenwich, with Chancellor Livingston, Judge Livingston, Edward Livingston, and John Stevens on board. Want of funds prevented the boat exhibited at Philadelphia from being brought into public use.

In 1804, Oliver Evans, whose improvement of the steam-engine has placed his name high among the mechanical celebrities of his day, constructed a machine for cleaning docks at his shop in the vicinity of Broad and Market Streets, placed wheels under it, connecting them with the engine, propelled it to the Schuylkill, there attached a stern paddle-wheel, launched the affair, and by steam proceeded down that river to the Delaware, and up as far as Dunks' ferry (now Beverly), sixteen miles, and returned to the city without accident or detention. The next steamboat that appeared on the Delaware was the "Phœnix," with cross-head engine, built at Hoboken by John C. Stevens in 1807. She was the first steamboat that navigated the Atlantic Ocean. (Before his boat was finished Fulton had procured special legislation and secured a monopoly of the New York waters.) The navigation of the Delaware being free, his son, Robert L. Stevens, conceived the idea of taking her round by sea, which he did successfully. She commenced regular trips to Bordentown in 1809, in charge of Capt. Moses Rodgers. New York passengers were taken by stage from Bordentown to Washington, N. J., thence to New York by boat. She continued on this route until 1813, when she was laid ashore at Trenton and torn up. A steamboat called the "New Jersey" was placed on the river during the summer of 1812, making regular trips to Whitehill, a landing two miles below Bordentown. What was the name of her captain, where she was built, or who owned her, we are unable to say. The "Eagle," built at Kensington by Capt. Rodgers, formerly of the "Phœnix," was placed on the Burlington route June, 1813, making three trips a week. She was taken to Baltimore at a subsequent period, and was blown up on April 24, 1824, while running on Chesapeake Bay.

As early as 1774, a line of sailing packets, now known as Bush's Daily Steam Freight Line, was established between Philadelphia and Wilmington, Del. Three steam propellers are now engaged in this trade. The line is owned by George W. Bush & Sons, with office at Pier No. 2 South Delaware Avenue. Another packet line between Philadelphia and Wilmington was established in 1776, and is now known as Warner's Philadelphia and Wilmington Propeller Line. The office is on the first wharf below Chestnut Street.

The Ericsson Line of steam propellers, between

[1] "Often have I seen him," said Thomas P. Cope many years afterward, "stalking about like a troubled spectre, with downcast eyes and lowering countenance, his coarse, soiled linen peeping through the elbows of a tattered garment." Speaking of a visit he once paid to John Wilson, his boat-builder, and Peter Brown, his blacksmith, in which, as usual, he decanted on his favorite theme, Mr. Cope says, "After indulging himself for some time in this never-failing topic of deep excitement, he concluded with these memorable words: 'Well, gentlemen, although I shall not live to see the time, you will, when steamboats will be preferred to all other means of conveyance, and especially for passengers; and they will be particularly useful in the navigation of the river Mississippi.' He then retired, on which Brown, turning to Wilson, exclaimed, in a tone of deep sympathy, 'Poor fellow! What a pity he is crazy!'"

[2] "A subsequent generation," says Thompson Westcott, "gave to Robert Fulton the fame and credit due to Fitch, although it is a matter of fact that Fulton obtained from Aaron Vail, in France, all of Fitch's papers, plans, and drawings. This was lamentably carrying out the foreboding prediction of Fitch, made in his lifetime: 'The day will come when some more potent man will get fame and riches *from my invention*, but nobody will believe that poor John Fitch can do anything worthy of attention.'"

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Philadelphia and Baltimore, by way of the Chesapeake and Delaware Canal, was chartered on Feb. 25, 1844, as the Baltimore and Philadelphia Steamboat Company. A line of steamboats was run over the route by private firms for several years before the formation of the present company. From the two steamers with which the present company began business, its success has authorized the increase to five large iron steamers. The office is at 28 South Delaware Avenue, and from Pier 3 South Delaware Avenue, as well as from Pier 7 North Delaware Avenue, freight and passengers are received.

The foreign lines of steamers and sailing-vessels from the port of Philadelphia are the Red Star Line and the American Line.

The Red Star Line organized in 1871 to run a line of steamers between Philadelphia and Antwerp. The line began with two steamers, to which a third has been added. The agents of the line are Peter Wright & Sons, 307 Walnut Street.

The American Steamship Line was also organized in 1871, with a capital of $2,500,000. It built four steamers of three thousand tons each. The "Pennsylvania," launched August, 1872, made her first trip in May, 1873; and was followed by the "Ohio," the "Indiana," and the "Illinois." The line is engaged in freight business only, and runs between Philadelphia and Queenstown and Liverpool. The agents are Peter Wright & Sons, 307 Walnut Street.

The Ocean Steamship Company, of Savannah, was established in 1881, with two steamers running to Philadelphia. The office is at No. 13 South Third Street, William L. James, agent.

The Philadelphia, Albany and Troy Line of steamers was established in 1844, by George W. Aspinwall, as a freight line. Four vessels at first were employed to carry coal. The route was *via* the Delaware and Raritan Canal. A consolidation was made with the Commercial Transportation Company, which was started as a rival by Fraziers & Aspinwall. This consolidation continued until the death of Mr. Aspinwall, when the name was changed to the Commercial Transportation Company, and so continued until 1864, when the name was again changed to the Philadelphia, Albany and Troy Line, with D. L. Flanagan as agent at Philadelphia. Feb. 1, 1882, it became a stock company. The line has one steamer and three barges.

In 1842, Thomas Clyde commenced the freight business between Philadelphia and New York. At first a single steamer was competent for the business, but as the facilities were understood, the business enlarged and demanded others, which were added. Lines to other cities were also established, and soon the Clyde Line embraced Charleston, S. C., Richmond, Norfolk, Portsmouth, Alexandria, Va., Washington, D. C., Baltimore, and the West Indies. Lines from New York were also established, and from Baltimore the firm reached the interior of North Carolina through Pamlico and Albemarle Sounds. At one time the house controlled the Pacific Mail Steamship Line, of which William P. Clyde was president. Thomas Clyde, the founder of these extensive lines of water transportation, is still living, and is one of the largest owners of coast-line steamers in this country. The wharves of the lines extend one thousand feet along Delaware Avenue, and are supplied with ample depots. The active business is now conducted by William P. and B. F. Clyde, sons of Thomas Clyde. They have twelve steamers between New York and Philadelphia, two between Philadelphia and Charleston, a tri-weekly line to Richmond, Va., a line to St. Domingo and the West Indies, weekly service to Washington, Alexandria, and Wilmington, N. C. In all between fifty and sixty steamers are owned by the company.

The Boston and Philadelphia Steamship Company was organized in 1832. Two steamers, the "City of Boston" and the "City of New York," were placed on the line, and as trade increased others were added. At present there are four steamers employed, the "Spartan," "Roman," "Norman," and "Saxon," with capacity of from twelve hundred to fifteen hundred tons each.

In 1872 the Providence Line was established, with two steamers, the "Hunter" and the "Whirlwind," which are still running. In 1882 a line was established to Fall River, with the steamer "Aries." The success which has attended the lines of this company is due to Henry Winsor, who was born on the 31st of December, 1803, in Duxbury, county of Plymouth, Mass. His parents were Thomas, the son of Joshua Winsor, and Welthea, daughter of Seth Sprague, who was for some years a member of the Senate of Massachusetts. Mr. Winsor's grandfathers were strong, resolute men, not inclined to doubt or hesitation, but going always with firm step straight toward the end they had in view. Thomas Winsor was of cheerful mind and sanguine temperament. He was diligent in business, and, though with some reverses, he was, on the whole, successful in it. Education in the schools of small towns at the beginning of this century was not of an extensive kind, and Mr. Winsor got only such as could be had in those of his native village at that time. But the natural and practical education which he obtained by personal observation and inquiry was of wider scope and more efficacious. Duxbury was on the seashore, and its industries were, for the most part, such as pertain to the sea. In the ship-yards there were vessels in every stage of construction, from the laying of the keel up to the completion of the ship, and at the wharves schooners were constantly receiving their outfits of provisions, salt and the like, or were discharging their cargoes of fish, caught on the banks of Newfoundland or along the shores of Labrador.

The active boy, running about among all this work, and sometimes himself lending a hand to it, learned

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Henry Winsor

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much that remained with him throughout, and shaped, to a great extent, the course of his life. In his sixteenth year he went to Boston, and into the counting-room of Joseph Ballister, a commission merchant, where he learned book-keeping by double entry, and much else appertaining to commerce. After four years of service there, he went into the office of his father, who at that time (1820) opened one in Boston. He continued with him, and with his uncles, P. and S. Sprague, who afterward became interested in the business, till the father's death, in 1832. Thereupon he went into business upon his own account, but was unsuccessful, owing to speculation in "Eastern lands," having been infected with the "fever" which then raged. Being thus thrown out of regular business, he made a voyage, in 1836, to Pernambuco, as super-cargo, and another subsequently to Rio Janeiro, in the same capacity. Under the National Bankrupt Law of 1841, he served as assignee of many insolvent estates, by appointment of Judge Sprague, of the United States District Court for Massachusetts, who was an uncle. The settlement of these estates gave him work for three years or more.

In 1850 he became a member of the firm of Phineas Sprague & Co., but withdrew, in 1852, to take charge, in Philadelphia, of a steamship line which that firm, in conjunction with Sprague, Soule & Co., were about to establish between that port and Boston. In 1872, the owners of the steamships having increased in number, they were incorporated under the title of the Boston and Philadelphia Steamship Company. In the same year the company established a line between Philadelphia and Providence, and in 1882 another to Fall River. On the organization of the company Mr. Winsor was chosen its president, which office he yet holds.

In 1862 one of his sons, William D., and afterward another, James D., became his partners in business, the style of the firm being Henry Winsor & Co. Under their management, as general agents, the affairs of the steamship company have been carried on successfully up to this present time.

In addition to Mr. Winsor's connection with the steamship corporation, of which he is president, he is also officially connected with many other institutions, commercial, industrial, and financial. He is a director in the following: Bank of North America, Insurance Company of North America, Westmoreland Coal Company, Logan Iron and Steel Company, Crane Iron Company, and Delaware Avenue Market Company, and a manager of the Western Savings-Fund Association.

He has been for many years an active member of the Board of Trade, serving with great acceptance upon the executive council from January, 1867. He represented the local board at the organization of the National Board of Trade, at Boston, and has attended many subsequent annual sessions as a delegate.

In 1832, Mr. Winsor married Mary Ann, daughter of James Davis. She died in 1881, in consequence of an accident, having been thrown from a carriage in Boston. He has four children,—Louise, William Davis, Henry, and James Davis, who were born in the order here named.

Mr. Winsor is still vigorous in body and mind to an extent that is uncommon at the age to which he has attained. But though somewhat attentive to the duties imposed on him, he seems more and more inclined (as is natural) to narrow his sphere of action, and make way, as he says, for those who have this world *before* them.

Railroads.—COLUMBIA RAILROAD.—The first suggestion in Philadelphia of the construction of railways for the purpose of transportation was made in the *Aurora*, in January, 1801, in some remarks relative to the construction of canals, in which there was reference to the success in England of the Duke of Bridgewater's canal of thirty-three miles in length, cut at his own private expense. In that article the writer represented that Mr. Gilbert, of Wasley, the engineer, said, "He thought wooden railways might profitably supersede canals. Railways are strips of oak plank laid upon a level road about nine feet apart, two and a half inches thick, and about three and a half inches broad. The carriage runs upon these, the wheels being made to fit the rails thus laid. The horse goes in the middle of the track. In this way nearly three times the weight can be moved by one horse that he could manage on a common road." Another writer in the same paper, signing himself "T. E.," recommended that railroads should be of iron instead of wood, asserting that the friction would be no greater. The use of steam for locomotion was not suggested by these writers because they had never heard of the use of it in the propulsion of land carriages. But there was a citizen of Philadelphia then living who had thought upon the subject years before, and had perfected in his mind plans of machinery whereby wagons and vehicles might be run upon the land. This was Oliver Evans, who announced as early as 1773 that he could apply his steam-engine to propel carriages upon the land, and as early perhaps as 1778, certainly prior to 1781, he declared that the same principle could be applied to the navigation of boats by means of paddle-wheels. Within four years after the *Aurora* had spoken of the feasibility of the use of railways, Evans had constructed the "Eruktor Amphibolis," or amphibious digger, a dredging-machine, with which he achieved a double triumph of propelling it by steam on land and navigating it through the water as a steamboat. This land-scheme carriage was exhibited at Centre Square, in June, 1805, and it was run around that inclosure for several days. Subsequently by steam the boat was moved on the steam-wagon to the Schuylkill, where it was launched and propelled by the same power down that river and up the Delaware to the wharves in front of the city. Thomas Leiper's experimental railroad, the first set

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up in America, was built in the Bull's Head Tavern yard, Third Street above Callowhill, Northern Liberties, in 1809. The railroad was laid of two parallel courses of oak scantling about four feet apart, supported on blocks or sleepers about eight feet distant from each other. The ascent was one and a half inches in a yard, or two degrees and twenty-three minutes. The track was twenty-one yards sixty-four feet in length. On this road, on the 31st of July, a single horse, under the disadvantage of a path of loose earth to walk on, hauled up a four-wheeled carriage loaded with a weight of ten thousand six hundred and ninety-six pounds. Mr. Leiper was not content with this demonstration. Somerville, a Scotchman, laid down this experimental track. He had seen a similar one in England or Scotland. He issued proposals immediately afterward for contracts for digging the road-bed and making the rail parts of a wooden railway for the Leiper Quarries, on Crum Creek, to the landing in Ridley, Delaware Co., three-quarters of a mile.

This was the first practical railroad built in the United States, and was in operation for many years, until it was superseded in 1828 by a canal. The first proposition for the incorporation of a company to build a railroad was made by John Stevens, of New Jersey, in 1822. In his petition to the General Assembly of Pennsylvania, presented in that year, he stated that he had invented a mode of transportation by railroad, and asked for a charter to himself and associates as a corporation to build a railroad from Harrisburg to Pittsburgh. Nothing was done in regard to the matter that year, but in 1823 an act was passed, on the 31st of March, to incorporate "The President, Directors, and Company of the Pennsylvania Railroad Company," with authority to lay out a railroad from Philadelphia to Columbia, in Lancaster County. This was the first railroad act passed in the State. The preamble recited the representations made by John Stevens. The corporators were John Connolly, president; Michael Baker, of Arch Street, Horace Binney, Stephen Girard, and Samuel Humphries, of Philadelphia, Emnor Bradley, of Chester County, Amos Ellmaker, of Lancaster City, and John Barbour and William Wright, of Columbia, directors. The term of existence of the company was fifty years. The shares might be six thousand at one dollar each, and in the act it is specified that the road should be laid out under the superintendence of John Stevens. So little was known about railroads at this time that a correspondent of the *Philadelphia Gazette* in April inquired, "What is a railroad? What does this plan mean?" The editor, in response, suggested that some of his correspondents might be able to explain. A short time afterward there was published in the same paper a description of some railroads in England, upon which it was asserted that ordinarily one horse could draw a load of from twenty to fifty tons. No allusion to steam was made in this paper. At the same session the House passed a bill to incorporate a company to build a railroad from Harrisburg to Pittsburgh, but it was not successful in the other House. The *United States Gazette*, in May, said, "The Pennsylvania Iron Railroad is to commence at Hamiltonville." In the succeeding year the Society for the Promotion of Internal Improvements energetically pressed upon the community the necessity of giving a hearty support to the schemes of building railroads, as well as those for the construction of canals.

A town-meeting, called in January, 1825, in reference to the plan of building a canal to unite the waters of the Susquehanna River with the Alleghany, was somewhat a scene of confusion, in consequence of the introduction of other schemes. Mathew Carey, supporting the original proposition, desired to introduce an amendment advocating a canal between the Alleghany River and Lake Erie. The arguments upon these plans were so animated that the meeting adopted no resolutions, but referred to an adjourned meeting the original proposition and the amendment, and a second amendment by Charles J. Ingersoll, directing the committee to inquire into the expediency of making railroads in Pennsylvania. At the adjourned meeting John Sergeant, chairman, reported that the Schuylkill navigation was completed, that the Union Canal was rapidly advancing, and would soon reach the Susquehanna. The resolutions reported by the committee declared in favor of both canals between the Susquehanna and the Alleghany, and between the latter and Lake Erie. What was more important, the committee, laying aside the hope of success through the creation of corporations, boldly declared that "the work ought to be undertaken by the State and executed at the expense of the State, because it requires for its completion large powers which may be safely intrusted to the public authorities of the commonwealth, under the direction of the Legislature, but which would be regarded with jealousy in the hands of an individual or corporation." There was no report made to this meeting on the subject of railroads, but the Society for the Promotion of Internal Improvements was strongly in favor of the building of such ways. Several publications upon the subject were made by the society, and a history of railways in Europe published. At a second town-meeting, held at the court-house in May, resolutions were passed in favor of the assembling of a convention upon the subject of internal improvements, to be held at Harrisburg in August. This conference resolved in favor of a canal between the Susquehanna and Alleghany or the Ohio River, and from the Alleghany to Lake Erie, and that the State should favor that work. At the same time William Strickland, who had been sent to Europe by the Society for Internal Improvements to examine into the canal and railway system there, made a report. Mr. Strickland was strongly impressed in favor of railways, and said, "I state distinctly my full convic-

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tion of the utility and decided superiority of railways above every other mode as means of conveyance, and one that ought to command serious attention and adoption by the people of Pennsylvania." This opinion was attacked by persons dissenting. The *United States Gazette*, in September, republished a long article from the *Williamsport Gazette*, in which the writer insisted that railways were inexpedient in Pennsylvania, and that their construction was a visionary scheme, whereas canals were much more available and economical. The building of a railway between Columbia and Philadelphia was advocated at a meeting held in the former place in October, on which occasion James Buchanan, of Lancaster, afterward President of the United States, made the principal speech.

Under the incentive of strong expressions of opinion, the Legislature was incited to the work. On the 7th of April, 1826, an act was passed to incorporate the Lancaster, Columbia and Philadelphia Railroad Company. The route was to be from the Susquehanna, in Lancaster County, to Lancaster City, and thence to the west side of the Schuylkill near to and below the permanent bridge. It was intended to be a stock company, but for some reason, probably because of the difficulty of obtaining large subscriptions, the scheme was never carried into effect. The State undertook the work under a provision in the act of March 24, 1828, which authorized the location of a railroad from the city of Philadelphia through the city of Lancaster to Columbia, on the Susquehanna River, and from thence to the borough of York, in the county of York. The canal commissioner entered upon this work with energy, and caused the necessary surveys to be made as soon as practicable, under the authority of Maj. John Wilson, principal surveyor. The route agreed upon brought the tracks to Belmont, on the west side of the Schuylkill, very near the mansion of Judge Peters; from thence the design was to construct an inclined plane by which cars could descend to the margin of the Schuylkill, from whence the road might be continued by a single level on either side of the river. A contest immediately arose as to the manner in which the road should be brought into the city. The controversy was warm, and the rival jealousies of the city and districts were aroused. The terminus being on the west side of the river, there was a strong effort to keep the business there, and to make the western shore of the Schuylkill the seat of the traffic in freight and passengers that might be brought over the road. A line down the west side of the Schuylkill was advocated, to cross the river and to come into the city between Fairmount dam and the permanent bridge either at Arch or Race Streets. The canal commissioners were in favor of this plan, and were of opinion that the tracks on the west side of the river would afford "complete communication with the ocean."

This was advocated as the most sensible plan. But Spring Garden and the Northern Liberties on the north and Southwark on the south wanted their share of the business and increase in real estate value. Maj. Wilson's plan was probably the best to reconcile these conflicting interests. His proposition was that the railroad should descend the inclined plane of about one hundred and eighty feet and cross the Schuylkill River, and enter upon the bed excavated for the old Delaware and Schuylkill Canal, following the bed of that canal to a position east of the Bush Hill foundry (Rush & Muhlenberg); thence southwardly, entering Broad Street near its intersection with Callowhill Street, and proceeding down the centre of the former until it crossed Vine Street and terminated, "conformably to the law, within the limits of the city of Philadelphia." It was assumed that the route by the way of Peters' farm was the best, and several surveys were made, commencing as far out as the seven-mile stone on the old Lancaster pike, to discover better routes toward the city. The difficulties were too great for the engineering of that day. These experts reported that whenever they left the line which they had adopted "the country became either exceedingly broken and intersected by ravines or its surface depressed too rapidly for our graduations." The influence against the route chosen by the surveyors was sufficient upon the Legislature to cause the passage of a resolution, April 20, 1829, requesting the canal commissioners to make a re-examination and survey of the route from the foot of the inclined plane to Broad and Vine Streets, and also to examine and report upon any other route to some other points on the line of the city and on the tide-waters of the Schuylkill at the head of sloop navigation (which was at Market Street bridge), and also to state whether they deemed it expedient to make more than one line of railroads from Peters' farm, and in the meanwhile not to contract for the construction of any railroad east of the inclined plane. The controversy was more serious because of differences of opinion among the engineers. Messrs. Moncure Robinson and William R. Hopkins were inclined in favor of continuing the railroad to Fairmount and crossing there, thus affording means of railroad conveniences along the line of the Schuylkill west of that river to a point on sloop navigation. One route passed back of Mantua village, near the junction of the Haverford and Lancaster roads, while the other would pass along the bluffs and sloping banks of the Schuylkill to the first wharf below the permanent bridge. If the crossing was made at Fairmount and Callowhill Street, it was thought that the southern branch might be carried down Schuylkill Front [Twenty-second] Street or Ashton [Twenty-third] Street to Chestnut Street.

Councils of the city favored Maj. Wilson's plan of bringing the road by the canal-bed to Broad and Vine Streets, and resolutions were adopted in April requesting the Legislature to confirm that route. It was stated in the preamble that it met with the appro-

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bation of nine-tenths of their constituents, would save expense to the commonwealth, and "would give to each a fair proportion of the immense trade of which it is to be the outlet." Maj. Wilson and several of his associates had resigned before action had been taken in this matter. Maj. D. B. Douglas, professor of Engineering in the United States Military Academy, was invited to make the new examination. He reported upon the advantages and disadvantages of bringing the line down on the west side of the Schuylkill to Fairmount, preferring the crossing there to either that at Race or Arch Streets, representing also that it would be disadvantageous to bring the road down either of the latter streets, because it would go through the heart of the city and be exposed to the constant flow of carriages and foot passengers upon all the cross-streets. The route by the canal-bed crossing by Peters' Island was not varied in the recommendation, but there was a proposition to carry one branch of the road downward round the eastern side of Fairmount, so that it should continue on the east side of the Schuylkill to the permanent bridge, under the eastern abutment of which it would pass by an archway. In January, 1830, City Councils again, after the reception of a long report from the watering committee, unanimously adopted resolutions in favor of the crossing at Peters' Island and the termination of the road at Broad and Vine Streets, and with the branch on the eastern front of the Schuylkill, as proposed by Maj. Douglas. The expression of the committee was strong against the route on the west side of the Schuylkill and the bridge at Fairmount. The commissioners of the Northern Liberties, Spring Garden, and Southwark had also approved of the route from Peters' Island to Broad and Vine Streets. The question remained open for nearly two years, and was kept alive by meetings held occasionally in the city and districts.

In 1830 an exhaustive argument was made by John M. Read on behalf of the persons who constituted a public meeting held in January at the court-house to protest against the change of the original Wilson plan to bring the road to Broad and Vine Streets. It was not until March 24, 1831, that the canal commissioners were directed to complete as soon as practicable the whole of the railroad between the Schuylkill and Susquehanna Rivers, with a provision that no part of the road between the western shore of the Schuylkill and the intersection of Vine and Broad Streets should be put under contract, unless the city of Philadelphia should undertake to construct a railroad from Vine and Broad Streets, down the latter to Cedar, or South Street, with authority to intersect the Columbia or Pennsylvania Railroad, and construct branches not further north than Francis Street [now Fairmount Avenue], and carry the same to any point or points on the rivers Schuylkill and Delaware, with power to collect such tolls thereon as the canal commissioners might charge. West of the Schuylkill the commissioners were ordered to complete the first twenty miles directly west from Philadelphia, finished with double tracks and engines. "Provided that before the contract was made for any part of the said railroad between the western shore of the river Schuylkill and the intersection of Vine and Broad Streets, the city of Philadelphia shall engage to construct and continue a railroad from Vine and Broad Streets, down Broad to Cedar Street, with authority to intersect and construct a branch or branches from any point of the Pennsylvania Railroad east of the Schuylkill, not farther north than Francis Street, and carry the same to any point or points on the river Schuylkill or Delaware within the limits of the city." The power to build such a road had previously been asked for by resolution of Councils addressed to the Legislature. There was no delay in assuring the canal commissioners that the city would build the Broad Street road. This was promised by a special resolution.

The time necessary for the completion of the bridge over the Schuylkill and the construction of the road to Vine and Broad Streets was considerable. It was not until May, 1832, that Councils took measures to build the railroad in Broad Street, by the passage of a resolution authorizing contracts to be made. The ordinance to continue the road from Vine to Cedar Street was passed in January, 1833. This railroad was finished in December, 1833, and opened on the 9th of that month in connection with the Northern Liberties and Penn Township Railroad, by Councils, accompanied by the engineers, Trautwine, of the city road, and Campbell, of the Northern Liberties and Penn Township road. The cars were run on Broad Street to the intersection, and out to the Columbia Railroad bridge. No sooner was the railroad on Broad Street finished than an agitation commenced to carry the tracks to the Delaware River. Spruce and Walnut Streets were suggested as proper for the purpose, the road to extend to Dock Street, where great warehouses were to be built, while others considered Market Street the proper avenue. Efforts in favor of these routes were met by protests against them. The newspapers were plentifully supplied with communications for and against particular routes, while occasional public meetings enlivened the controversy.

The Board of Trade, in January, 1835, memorialized Councils in favor of the establishment of some system of tramways or railways which would bring the products transported from Pittsburgh to Philadelphia by canal and railway "to the vicinity of the business part of the city, and also to facilitate the transportation of merchandise destined for the interior." The cost of drayage of the heavy produce of the country was equal to one-third the freight from the city to Boston or Charleston by water, or from Lancaster to Philadelphia on the railroad. If a proper single- or double-track tramway or railway were laid from the Delaware to the Schuylkill, the board was of opinion that the cost of transportation to and from

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the Schuylkill would be reduced at least seventy-five per cent., and by the Columbia Railroad to comparatively nothing. A scientific and experienced engineer was of opinion "that tramways or solid pieces of hewn granite of proper proportions, laid perfectly level with the surface of the street, would be most advantageous, as they would not only answer all the purposes of a railroad, but be a decided improvement on the present mode of paving the streets, and prove economical, . . . and by a slight change in the present manner of constructing the wheels, railroad cars could be used with the same advantage on the tram as on the railway." On the reception of this memorial Councils appointed a commission of citizens, which took cognizance of the subject and made report in May. The majority of the board declared that the plan of a tramway was objectionable, because the cars which ran on the Columbia Railroad could not travel on them without important alteration in the form of their wheels. A railroad of the same pattern as the Columbia Railroad was recommended. For the line of this road they suggested that it should commence on the Delaware at the Drawbridge, and pass up Dock Street to Third, up Third to High, up High to the Broad Street Railroad, and along High to Ashton Street, on the Schuylkill front, where it might be connected with other lines along Delaware Avenue and along the Schuylkill.

A railroad on this route, the commissioners were of opinion, would be less inconvenient than upon any other street. The private dwellings were few, business was largely concentrated on those streets, and even the travel was of a business character. The cost of this improvement from the Delaware to the Schuylkill was estimated to be two hundred and seventy thousand dollars, including the continuation of the tracks down High Street to Front, with pivots for the return of cars toward Broad Street. Against this proposition there was a serious objection,—that it involved the destruction of the market-houses on High Street, between Eighth and Front Streets. The commissioners believed that market-houses might be erected elsewhere at moderate expense, which would accommodate the public as well or even better than those structures on Market Street. There would be a great benefit to the wholesale business of the street if the markets were entirely removed so as to restore the original plan of the city. In expectation, however, of some delay in the removal of the markets, the commissioners recommended the immediate commencement of the railroad from the Schuylkill to Eighth Street, to which latter the markets extended from Front Street. Until those buildings could be disposed of they suggested the laying of a temporary track from Eighth and Market Streets down Eighth to Walnut, and along the latter to Dock. A portion of the commissioners protested against this part of the recommendation, and represented instead that Councils should continue a single track along on each side of the market-houses from Eighth Street eastward, which might be so laid as to connect with the side tracks on various streets, and be available without change when the market-houses should be taken down. Immediately upon the reception of these reports and suggestions there sprung up a strong agitation against the removal of the market-houses. Town-meetings were held and warm protests adopted; in the remonstrance to City Councils, prepared by a committee appointed at a general town-meeting on the 8d of June, it was stated that public opinion was hostile to the removal of the market-houses. It was supposed to be scarcely possible that Councils would be willing to relinquish an annual income equal to that of a capital of three hundred thousand dollars, and then incur an expenditure probably of a million of dollars. The opposition was reinforced very considerably by the Broad Street interest. On the opening of the Columbia Railroad, forwarding houses and warehouses were built upon that street, between Arch and Callowhill Streets, in such numbers and with such conveniences as were quite sufficient to accommodate a trade which was then in its beginning. The persons thus interested were not desirous that the traffic should be carried away for the benefit of property on Market Street, or the eastern portion of the city. They set forth as reason for the opposition to the Market Street railway plan that they on Broad Street had every accommodation for dispatch of business; that they were removed at sufficient distance from the busy haunts of trade to prevent annoyance by their occupation of the street, while at the same time their warehouses were accessible to every one. There was much delay in considering the question. It was precipitated toward the end of November in Common Council by a resolution offered by Mr. Earp, that the construction of the railroad from Broad Street eastward on High Street should be commenced, and that there should be a double track so located on that street east of Fifth Street "as not to interfere with the accommodation now afforded by the present market-houses." When this came up for consideration Mr. Hinchman, of Common Council, offered an amendment directing inquiry into the practicability and expediency of constructing a railroad along Ninth Street northward to connect with the Northern Liberties and Penn Township and the Philadelphia and Norristown Railroad. Mr. Gilder suggested a track down Filbert to Eighth, down Eighth to Walnut, along Walnut to Dock, and along Dock Street to the river Delaware. These were rejected, and Mr. Earp's resolution was finally adopted by a vote of eleven to seven. In the other chamber there was no practical obstruction. The committee on public highways, under amendment, was ordered to report an ordinance providing for such alterations in the market-houses as might be necessary to permit the construction of the railway, in which the other chamber concurred. The committee which had charge of the matter adopted a

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plan for taking down the market-houses already standing. They occupied considerable space. The roofs were supported by heavy brick piers or pillars, and the overhanging eaves extended to a considerable distance on each side of them. The new market-houses were constructed with scarcely any overhanging eaves, and the roofs were supported by slender iron pillars. The tracks were laid close toward the sides, there being no passage under the eaves as formerly. Practically the new markets were more sightly, while the accommodation within was nearly as great as before. Before this railroad was ready to be used, it was settled by ordinance of Councils that the cars should be drawn by animal power.

In April, 1832, the proprietors of the Lancaster and Pittsburgh stages placed a car on the Columbia Railroad, at the head of the inclined plane, which was drawn by horses as far west as the extension of the road would permit, when stages were again resorted to. By the middle of September the cars were run from Broad and Callowhill Streets to Paoli, Chester Co., the passengers being carried across the Schuylkill to the bottom of the inclined plane by boats. The first trial of a locomotive was made between Broad Street and the Schuylkill at the end of September, 1832. The road was finished as far as Lancaster by the middle of April, 1834, and a practical example of its advantages was given by an excursion by members of the Legislature, canal commissioners, and others, who left Harrisburg, and were towed to Columbia by a canal packet, and thence carried by railroad to Lancaster, where they remained all night. In the morning they took passage in the cars, which were drawn by horses, and reached the West Chester Depot, on Broad Street, in eight and one-half hours, including stoppages. The second track was opened in October of the same year. Before winter the cars were in full operation to Columbia, and various lines were established, principally by stage owners. The Union Line was formed by the proprietors of several of the old stage-lines, and was sometimes called the Amalgamation Company. J. Tomlinson ran his own cars, and gave notice that he had nothing to do with the other lines. In November the People's Line to Pittsburgh, the cars of which started from Third Street Hall, at the corner of Willow, advertised that they made the trip from city to city in fifty-six hours. There was still considerable staging to be done on the western portion of the road. In the summer of 1835 cars and boats ran to Columbia and through to Pittsburgh, partly by canal and portage railroad, in three and one-half days.

The original intention in laying out the Columbia Railroad and all other State improvements was to furnish the best means whereby traveling might be effected either by land or water, and to allow citizens to furnish their own motive-power. On the canals there was no difficulty in carrying out this design. Horses and mules for towing could be used by each transporter or boat-owner without interference with others. But on the railroads it would have been almost impossible on account of the cost of locomotives and cars for many transporters to furnish their own motive power. The Legislature had anticipated this difficulty in 1834 by the passage of an act to authorize the canal commissioners to procure locomotive engines and tenders to be used on the railroad. A company was chartered to construct a railroad from Portsmouth to Harrisburg in March, 1835. It was entitled the Harrisburg, Portsmouth, Mount Joy, and Lancaster Railroad Company. It was an extension of the Lancaster and Portsmouth Railroad from Portsmouth to Harrisburg, and gave clear railroad communication to the capital. The work upon it was done with great dispatch, and it was opened September 16th. The opposition line to Pittsburgh, owned by Leach & Co., by canal and railroad, advertised in September to carry passengers in four days by boats and portage railroad for ten dollars, and in seven days for seven dollars.

Two pleasure cars—the first run upon the eastern division of the road—were placed upon it in May, 1832, by Robinson, Carr & Co., who were the contractors for building that section. The road was finished as far as Lemon Hill, and the cars were run from Callowhill Street to that point hourly every day for twenty-five cents.

Germantown Railroad.—Attention was drawn to the propriety of building a railroad from the city to Germantown and Mount Airy, in a series of articles published in the *United States Gazette* about the end of March, and in April, 1830, sufficient interest was excited to justify the calling of a public meeting which was held on the 13th of November, at the house of Jacob Mason, in Cresheim. The call included invitation to the inhabitants of Philadelphia, Germantown, Mount Airy, Chestnut Hill, Flourtown, White Marsh, Plymouth, and Norristown. The suggested route was from Philadelphia to Norristown, to run on the east side of Germantown. Reuben Haines was chairman and Benjamin Chew, Jr., secretary. The persons present resolved that it was expedient that such a road should be built, passing along the east side of the village of Germantown. A committee was appointed to defray the expenses of a survey, which consisted of the following gentlemen: Peter Dager, Joseph Thomas, Col. A. L. Roumfort, Thomas R. Fisher, Edward H. Bonsall, Charles M. Pastorius, Capt. Daniel Davis, Erasmus J. Pierce, Col. John G. Watmough, Daniel Hitner, Samuel Maulsby, Reuben Haines, and B. Chew, Jr. This movement was stimulated by Edward H. Bonsall, who had previously made an amateur survey of a route for the road, and was of opinion with the friends that were with him, that it was practicable to lay it out. The committee went to work with industry, and in five weeks was ready to make a report to an adjourned meeting. Major John Wilson, engineer, had been employed to make the

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surveys, which, without any determination as to the point at which the railroad should connect with the city, commenced at Broad Street, and terminated "at a very commodious harbor at the mouth of Stony Creek, at the upper end of Norristown, which termination the committee were assured would secure . . . a large amount of coal transportation." The whole cost for a stationary engine, supposing that wooden sleepers and wooden rails plated with iron were used, was $263,456; if stone blocks were substituted for under sleepers, $299,956; and if stone rails plated with iron were adopted, $341,956.[1]

The committee congratulated the stockholders that the average cost of the road would not be more than eighteen thousand dollars per mile, while the cost of the Baltimore and Ohio Railroad between the city of Baltimore and Ellicott's Mills, thirteen miles, in consequence of the necessity of deep cuts and high embankments, was more than fifty-three thousand dollars per mile. The committee recommended that it should not be absolutely required that the road should be taken on the east side of Germantown, but stated that the road should be near the village. On the whole, they were so much pleased with the prospect that an application to the Legislature for a charter for the railroad company was recommended, which proposition was adopted. The route to be from Norristown to Philadelphia, passing through White Marsh, Plymouth, and as near to the village of Germantown as might be found practicable, the average distance not to exceed one-half mile from the main street of the village. Application was made without delay to the Legislature, and on the 17th of February, 1831, an act to incorporate the Philadelphia, Germantown and Norristown Railroad Company was passed, and eight thousand shares, at fifty dollars each, were authorized to be issued. The dividends were not to exceed twelve per cent. per annum, and whenever they exceeded six per cent., a tax of eight per cent. on the excess was ordered to be paid into the State treasury. The route specified was exactly the same as approved at the public meetings previously held. The termination in the lower part of the county was provided for in a peculiar manner: "thence to approach the city of Philadelphia with two branches, one to terminate as near as practicable to the northern side of the said city, at or between Delaware Sixth Street and Broad Street, and the other to terminate at or near the Delaware River at Kensington." The road was directed to be made with double tracks, and to be not more than four rods in width. There was great interest taken in this enterprise, and when the subscription-books were opened, at Heiskell's Hotel, the number of shares that were subscribed for was very great. The excitement was carried to such an extent that assignments of subscriptions were soon at a premium. As a consequence, complaints were made to the Legislature of unfairness by the commissioners in awarding the stock, and a committee was appointed by the Senate to investigate the matter, and report was made that the stock was fairly taken and generally divided.

At the organization of the board of directors, in May, 1831, John G. Watmough was elected president, and Edward H. Bonsall treasurer. In the succeeding year Mr. Bonsall was elected president. Col. Douglas was elected chief engineer. He reported, under authority of the company, to a meeting of citizens held in Germantown, August 31st, the route which had been adopted and the character of the survey. There was some feeling about the direction to be taken, and a committee appointed by town-meeting reported that there had been no undue influence exerted to bring the road to the line chosen by the engineers, which was on the northeast side of the town. It was determined to lay the rails on cut granite sills with imported iron, and all bridges to have iron barriers. A judicious resolution was made to cross all the lanes and streets in the neighborhood of Germantown by bridges or viaducts, thus avoiding the dangers of tracks at grade of cross-streets. The rails were laid to Germantown by the beginning of June, 1832, and the road was formally opened on the 6th of June of that year. The president, stockholders, and invited guests were drawn in the cars to Germantown by horses. There were nine cars built in the style of the mail-coach of the day, except that they were much larger, with a driver's seat in front, with another seat at the back. The tops of the cars were also fixed with a central double bench, running from the front to the back, with iron guard-railings at the side. There were seats for twenty inside passengers and fifteen or sixteen outside. The decoration of the cars excelled anything that had been seen in the style of coach-painting; there was variety and brilliance in the colors, and a liberal amount of gilding. The cars were named as follows: Germantown, Benjamin Franklin, Robert Morris, Penn Township, Jefferson, Philadelphia, William Penn, and President. Each car was drawn by one horse. This was the first railroad operated in Philadelphia, and the occasion of its opening brought to the line of the road large crowds of people. The start was made at fifteen minutes past twelve o'clock P.M., and the first car arrived in Germantown in three-quarters of an hour, which, comparison being made with the slow progress necessary in ordinary traveling, was great speed. The company, on disembarking, marched to Mrs. Heft's

[1] "Plated with iron" meant that the wooden rails or stone supports should be covered with iron bars flattened out. They were secured either to the wooden beam or to the stone by iron spikes. This was the first rail on American railways. The disadvantage was that through exposure the fastenings would decay, and the plates become loose. Frequently the loosened ends of the rails turned up and were called snake-heads. When struck by the wheels they would often be forced up through the bottom of cars, and were thus the cause of accidents and of injuries to passengers, and sometimes death. These disasters stimulated invention, and produced the solid iron rails called the "T" rail, and other improvements.

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tavern, where there were the customary refreshments and some speeches. In the afternoon the cars returned in little more than half an hour. The regular traveling commenced on the 7th of June, in compliance with the following announcement:

"The cars will start from the depot, at the corner of Green and Ninth Streets, to Germantown, and from Germantown to Philadelphia, at the following hours, viz.:

From Philadelphia.	From Germantown.
At 7 o'clock A.M.	At 8 o'clock A.M.
" 9 " A.M.	" 10 " A.M.
" 11 " A.M.	" 12 " M.
" 2 " P.M.	" 3 " P.M.
" 4 " P.M.	" 5 " P.M.
" 6 " P.M.	" 7 " P.M.

The cars will start punctually at the hours above mentioned, and the company have made arrangements to accommodate a very large number of travellers.

"Parties and families can be supplied with whole cars.

"Tickets can be had at the depot, at the corner of Green and Ninth Streets.

"Fare, each way, 25 cents. Children under 12 years of age, half price.

"E. H. BONSALL, *Presd.*"

"OLD IRONSIDES" ENGINE.
[Copyright 1883, by Hoopes & Townsend.]

For six months horse-power was employed. On the 23d of November, 1832, there came upon the road a greater novelty than had yet been seen in Philadelphia, in the shape of a locomotive engine, which had been built for the company by Matthias W. Baldwin. The track was made clear in the afternoon of that day, after the passenger-cars had come in, and steam was raised sufficient for use in twenty minutes after fire was set in the furnace. The engine went off to half a mile beyond the Union Tavern, at the township line, and returned immediately, a distance of six miles, at a speed of about twenty-eight miles per hour, it being slackened at the crossings, and it being after dark.

On the 24th the locomotive drew four cars loaded with passengers to Germantown, making the six miles in twenty-eight minutes. On Monday, the 26th, another trip was made with six cars and passengers, which was not quite successful, a derangement of the machinery causing the stoppage of the engine when about five miles out. In a short time the locomotive was at regular work, and one of the sights of the early part of the next year was to see this big machine come down from Germantown bringing six or seven burden-cars freighted with stone. In April a second locomotive was added to the road's stock. It was built by the West Point Foundry Association. The two engines were now at regular work, concerning which the *American Sentinel* remarked, "Their continual passing and repassing each other with their trains of cars at great speed afford a spectacle at once highly novel and interesting to our citizens." The road had been finished to Germantown, and it was expected that it would be carried forward in a northward direction from that point. But when the engineers came to examine closely it was found that the route would be difficult, abounding with heavy grades, requiring deep cutting and embankments, and making necessary frequent curves, the whole work being very costly. They were of opinion that a much better route could be found near the valley of the Schuylkill, and they recommended that the road should terminate at Germantown, for the present at least, and it would be better to reach Norristown by a branch passing through or near Manayunk and up the Schuylkill.

By supplement of April 7, 1832, the company was authorized to charge two cents per mile for each passenger carried, and to own locomotive engines, and place them on the road, the same to be subject to the order of the Court of Quarter Sessions for such rules and regulations "for the said locomotive engine as will render secure the traveling and the safety of property situate at or near the line of the said railroad." The location between Spring Garden Street and the west branch of the Cohocksink Creek was sanctioned upon the same course as Ninth Street was laid out, but not opened.

By act of March 1, 1833, the company was authorized to build a single track on Ninth Street from Spring Garden to Vine Street, and to have authority to use locomotive engines on that track with the consent of the owners of adjoining property. By the same act the necessity of building a branch to the river Delaware, in Kensington, which had been stipulated for in the original charter, was repealed.

The representations of the difficulty attending a location of the road beyond Germantown induced the application for an act of Assembly to alter the route, which was passed Feb. 8, 1834. Under that law the line to Germantown was ordered to terminate at a point within one hundred yards of the main street. The road was authorized to be extended from a point at or near Robeson's mills, on the Wissahickon Creek, in the township of Roxborough, to intersect the road already laid down to Germantown, and to carry the rails to Manayunk, Spring Mill, and Norristown.

One of the difficulties of the route by way of Man-

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H. C. Baird

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ayunk was the necessity of crossing the Wissahickon. The engineers found a point at Robeson's mills, near the mouth of that stream, where a viaduct might be built at an elevation of about seventy feet. A wooden bridge was thrown across this chasm. It was considered to be an immense structure, being four hundred and seventy-three feet in length, and a height above the Wissahickon which was far beyond anything attempted in bridge-building at that period. It was finished and the road was opened to Manayunk Oct. 18, 1834. The opening to Manayunk was, as usual at that time, an excuse for a festivity, at which speeches were made at Snyder's Hotel by Samuel Nevins, president of the company, Henry Troth, William D. Lewis, Thomas Biddle, Benjamin Chew, of Germantown, and others. The whole road was opened through to Norristown on the 15th of August, 1835, and a round of feasting was necessary to celebrate the event, with speeches by Col. Thomas L. McKenney, Joseph R. Chandler, Nathan Sargent, Willis Gaylord Clark, Samuel Chew, and William D. Lewis, of Philadelphia, and Gen. Joly, of Norristown. When the road was completed the fare from Norristown to Philadelphia was thirty-seven and a half cents.

To this railroad is to be given the credit of introducing or encouraging many important improvements in locomotive engines. While, in 1854, bituminous and anthracite coal had come into general use as fuel for locomotives, it was felt that the best results had not been accomplished in consuming the smoke of the former variety, and deriving its maximum of useful effect. As an experiment, an engine was placed under the direction of Matthew Baird, for the trial of some of his designs. Simply by fixing a sheet-iron deflector in the fire-box of the engine he obtained a much better combustion of the fuel, and when he substituted a fire-brick arch for the destructible iron plate, the appliance was found so valuable that it was adopted on all roads where bituminous coal was used for creating steam. There was nothing complex in the invention, but it was one of those achievements of practical science that have been highly beneficial in the railroad world.

Mr. Baird, who was at that time associated with Matthias W. Baldwin in the management of the great locomotive-works of Philadelphia, made their construction a subject of careful study and investigation, and, being a practical mechanic, he made many improvements in locomotive machinery. Mr. Baird was born of Scotch-Irish parentage, near Londonderry, Ireland, in 1817, his parents emigrating to Philadelphia and fixing their residence on Lombard Street when he was but four years old. His father was a coppersmith by trade, and gave him an education in the common schools of the city. His first employment was in a brick-yard, but he soon quitted it for the position of an assistant to one of the professors of Chemistry in the University of Pennsylvania. In 1834 he went to New Castle, Del., to go into the service of the New Castle Manufacturing Company, which had a copper and sheet-iron works. While in that town he was made superintendent of the railroad shops located there. In June, 1838, the proffer of the foremanship of the sheet-iron and boiler department of the Baldwin Locomotive-Works brought him back to Philadelphia. He remained at the Baldwin factory until 1850, and subsequently, up to 1852, was engaged in the marble business with his brother John, on Spring Garden Street, below Thirteenth. In 1854 he became a partner of Matthias W. Baldwin in the locomotive-works, and sole proprietor when the latter died, in September, 1866. He reorganized the establishment, and joined with himself as partners George Burnham and Charles T. Parry, under the firm-title of M. Baird & Co. In 1873, Mr. Baird withdrew from active business life, but maintained his interests in numerous public and private enterprises. He sat for many years in the board of directors of the Central National Bank, and at the time of his death he was director of the Texas and Pacific Railroad Company, the Pennsylvania Steel Company, the Andover Iron Company, the Philadelphia and West Chester Railroad Company, and the Philadelphia Academy of Fine Arts. He was one of the incorporators and directors of the American Steamship Company, and was a large investor in the Pennsylvania Railroad Company. He was a citizen of eminent public spirit, and there were few enterprises for the general benefit or of a charitable character among whose promoters and supporters he was not numbered. He was a manager of the Northern Home for Friendless Children, and contributed much to other benevolent institutions. He died May 19, 1877.

West Chester Railroad.—By act of Feb. 18, 1831, the West Chester Railroad Company was incorporated, with power to locate and construct a railroad of one or more tracks from the borough of West Chester to a convenient point on and connecting with the Pennsylvania Railroad. This measure was popular, and the work was carried on without much delay, so that by the 4th of July, 1832, three miles of the road were completed, and a car, with accommodations for thirty persons, was run upon that day. By the middle of August cars could be driven from West Chester to the Pennsylvania Railroad intersection. There was but a single track, but there was a turnout, by which cars might pass each other at every mile. On the 13th of September of the same year this road was opened from West Chester to the Pennsylvania Railroad by the directors, stockholders, and invited guests. This road was finished a considerable period of time before connection could be had with the city of Philadelphia. In 1834 the company bought for the purposes of a depot a lot of ground on the east side of Broad Street, south of Race (upon which, in later years, a market-house, subsequently, the City Armory, was erected), where a combined depot and hotel building

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was built. The back part of the lot was used as a shelter for the cars and a place of starting. The tracks led out beneath a broad passage-way on the north. The hotel parlors were south of the railway tracks on the Broad Street front, and extended over the passage, with considerable available space in the upper stories. The first car which passed over the entire road from the city to West Chester made its trip on Christmas day, 1833. It was called "the mahogany car," and proceeded from the depot across the bridge at the Schuylkill, up the inclined plane, and so on to West Chester, in time for dinner.

Delaware and Schuylkill Railroad.—The meetings in favor of a Delaware and Schuylkill Railroad produced an effect in 1829, when, on April 23, an act was passed to incorporate a company to build a railroad in the northern section of the county of Philadelphia, from the river Delaware to the Schuylkill, or to terminate at the junction with the Columbia and Philadelphia Railroad. The corporation was to be called the Northern Liberties and Penn Township Railroad Company; capital stock, eight hundred shares, at fifty dollars per share. Authority was given to make the railroad over any expedient route, beginning at the west side of Front Street, at or near Willow Street, in the Northern Liberties, and running on or in the neighborhood of Willow Street, westerly, to the western boundary of the Northern Liberties district, and then by such route as the commissioners of Spring Garden might permit, until the Columbia Railroad was intersected, with authority to carry the road farther on to the Schuylkill River, north of Vine Street. Exceptions were that the road should not be carried through the city property at Fairmount without consent of Councils, nor through the property of the Lehigh Canal and Navigation Company, which was at that time on the Delaware, in the neighborhood of Willow Street wharf. This project languished for three years. New commissioners were appointed to dispose of the stock, and general authority was given to construct the railroad anywhere north of Vine Street. Eventually the company decided on placing the rails upon Willow Street as far west as the culvert extended. At Ninth Street James Street opened west about the western line of the culverted street. Here a straight connection carried the railroad to Broad Street, where it intersected the Columbia or Pennsylvania Railroad at what was called Pennsylvania Avenue, and north of Callowhill Street, so that it did not occupy any public streets, except at crossings.

This railroad was finished and opened from Broad Street to the Delaware River in April, 1834, and on the 23d of that month public notice was given that pleasure-cars would run at stated periods from the Third Street hall to the Schuylkill bridge at Peter's Island. They were drawn by horses, and this may be said to have been the first passenger railroad, according to the modern idea, in the city. The depot of this company at Willow Street wharf was completed and ready for use about the beginning of January, 1835. The store-house was fifty by one hundred feet. At the wharf, which was two hundred feet long, there was a depth of twenty-seven feet of water, so that vessels of the largest size could lay to and discharge cargo and take in merchandise brought by the railroad.

West Chester and Philadelphia Railroad and Baltimore Central Railroad.—A new railroad line to West Chester was projected about 1847. The people of that town were not satisfied with the means of communication by connection with the Columbia Railroad, which made a route necessary upon the two sides of a curvilinear angle. They hoped to obtain a more direct route. The agitation in favor of the enterprise was followed by the passage of a law, April 11, 1848, to incorporate the West Chester and Philadelphia Railroad Company, with a capital of six thousand shares or more at fifty dollars per share. The route was thus specified: Beginning at or near the borough of West Chester in the county of Chester, and terminating at some suitable point at or near the permanent bridge in the county of Philadelphia." The projectors of this enterprise did not meet with the success which they expected at the beginning. It was more than two years before the charter was enrolled, and it is to be found in the Appendix to the Pamphlet Laws passed in 1850. Eventually, instead of the building of an air line, the road was united with the tracks of the Philadelphia and Baltimore Central Railroad Company, which was incorporated March 17, 1853, and had authority to lay a railroad from a point on the State line of Pennsylvania and Maryland between Elk Creek and the western boundary of Peach Bottom township, York Co., to a point of intersection on the West Chester and Philadelphia Railroad at or between West Chester and Philadelphia, or to the city of Philadelphia. This route was quite as curved as the other Westchester route by the Columbia Railroad. It was carried southwest to a point beyond Media, and thence northwest to West Chester. The Baltimore Central was continued on to Oxford, where it branched off to the southwest, in the direction of Baltimore. When the railroad was built, the tracks were brought up the west side of the Schuylkill on the line of Thirty-first to Chestnut Street. For convenience' sake, the freight and passenger depot was established at the northeast corner of Eighteenth and Market Streets. From that place the City Railroad was used from Market Street to the permanent bridge, and, crossing the same, the track was carried by means of the Pennsylvania Railroad as far as Thirty-first Street, where a branch ran south on the line of Thirty-first across Market and Chestnut Streets, and so south and southwest. For some years the terminus was at Media. When the Philadelphia and Baltimore Central Railroad got into operation, a large brick passenger depot

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was erected at Chestnut and Thirty-first Streets. The depot at Eighteenth and Market Streets was devoted to freight business only. The passenger trains for the West Chester and Baltimore Central roads were carried from the depot on Chestnut Street.

Southwark and Philadelphia, Wilmington and Baltimore Railroad.—The movement which led to the construction of the railroad between Philadelphia and Baltimore had its origin in an act of Assembly, passed April 2, 1831, to incorporate the Philadelphia and Delaware County Railroad Company, with a capital of two million dollars, four thousand shares at fifty dollars per share. Authority was given to the company to construct a railroad of one or more tracks at or near the city of Philadelphia; thence along the route of the Baltimore post road, or as near thereto as the ground would permit, making the post towns of Darby and Chester, or their vicinity, points in said road to the Delaware State line. The plan upon which this road was to be established was like that of the ordinary turnpike road. The company was to lay the tracks, and whoever chose might use them on a payment of toll. A curious section in the act was that copied from turnpike laws, which made it an offense to drive past a tollgate without stopping to pay the toll. The charter declared that if any person driving a car should pass by a place appointed for receiving tolls without stopping to pay, he should be liable to a penalty of twenty dollars. Under the same act the commissioners were authorized to receive subscriptions for the Southwark Railroad Company, capital two hundred thousand dollars, shares fifty dollars each. This company had authority to construct a railroad of one or more tracks from the river Delaware, in the district of Southwark, and thence, in the county of Philadelphia, to Broad and Cedar Streets, in such direction as might be deemed best, to connect with the termination of the Delaware County Railroad, there being power to construct a railroad from Broad Street, in the county, to the river Schuylkill. Attention was first given to the Southwark Railroad. The subscriptions were not speedy and enthusiastic, and in the succeeding year an act was passed authorizing the commissioners of Southwark to guarantee the stockholders of the Southwark Railroad Company any amount of deficiency on the stock of the company not exceeding six per cent. per annum on the amount expended for constructing the railroad from Broad and Cedar Streets to the river Delaware. This enactment was not popular, and it was repealed in the succeeding year. Sufficient subscriptions were obtained, however, to justify the building of the road. Instead of taking it from the Delaware at South Street, or near there, along Shippen or some parallel street, the Southwark Railroad was laid out in the shape of the U, commencing at South and Swanson Streets, and extending down the latter to Prime or Washington Street, thence to Broad, and up Broad to South, connecting with the City Railroad. This track was finished in the latter part of November, 1834, and on the 29th of that month five or six cars passed over the road from the Delaware to Broad Street, and continued thence along the Columbia Railroad to the bridge at Peter's Island. It is probable that this passage was only made from Prime Street and the Delaware, the extension along Swanson Street to South being of later date. The engineers of the Philadelphia and Delaware County Railroad made report of their plans to the stockholders in the latter part of 1835. They had surveyed a route from the centre of the Southwark Railroad, near the junction of Broad and Prime Streets, and laid their course down Broad Street to a point south of Federal, from where they diverged westwardly, inclining southwardly, crossing the Passyunk road near the Girard school-house, and passing along the eastern side of the Penrose Ferry road to the crossing of that ferry at the river Schuylkill, where it was recommended that a bridge should be built upon piles, thirty feet wide, with a single-track railway in the centre, and carriageways of ten feet on either side, with a draw thirty-five feet wide. After the Schuylkill was crossed the route was continued to Chester and the State line, a distance of fifteen and a half miles.

In 1836 a supplement to the act to incorporate the Philadelphia and Delaware County Railroad Company authorized the increase of the capital stock to eight thousand shares, and repealed the provision in the former law which made it necessary that the company should proceed along the Baltimore post road, or near thereto, making Darby and Chester points on the route. Authority was also given to build a bridge over the Schuylkill, by which the navigation of the river should not be injured nor obstructed, and the name of the company was changed to the Philadelphia, Wilmington and Baltimore Railroad Company. In the succeeding year authority was given to build the bridge at or near Gray's Ferry, for the accommodation of the railroad and other travel by pedestrians and vehicles. For the latter service tolls were allowed to be taken, at the same rate as the High Street bridge. A draw of thirty-three feet in width was stipulated for, the piers to be at least forty-two feet distant from each other. By the same act authority was given for the first time to make this an inter-State railroad. With the consent of the State of Delaware, it was provided that the company might extend its tracks from the Delaware State line to Wilmington, so as to connect with the works of the Wilmington and Susquehanna Railroad Company. A few months afterward, December 19th, an act was passed authorizing the Philadelphia, Wilmington and Baltimore Railroad Company, of Pennsylvania, to unite with the Wilmington and Susquehanna Company, of Delaware and Maryland, and the Baltimore and Port Deposit Railroad Company, of Maryland, the three companies to be known as the Philadelphia, Wilmington and Baltimore Railroad Company. To facilitate the

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entrance of the railroad into the city, another act was passed in April, 1838, which gave the company a right to unite with any other railroad company which terminates in the county of Philadelphia. Under this provision a union with the Southwark Railroad Company and an extension of the tracks to the Delaware River was possible. It was also directed by another act of Assembly, February 27th, that Prime Street, from Broad Street to Gray's Ferry road, should be laid out of the same width and in the same direction as already opened from Eleventh Street to Broad, one-third of the expense of the increased width in grading to be paid by the railroad company, which was authorized to lay a double track of rails along the street. The work upon this road was most vigorously prosecuted upon the southern portion. The rails were laid between Wilmington and the Susquehanna River in the early part of 1837. A trial excursion was made May 5th. There was a formal opening July 4th, and general travel commenced July 22d. The route was from Philadelphia to Wilmington by the steamboat "Telegraph," Capt. Whilldin; thence by cars to the Susquehanna River, which was crossed by steamboat, the passengers being transferred by cars to the other side. Eventually a large ferry steamboat, called the "Maryland," was constructed, upon which the railroad cars were run upon a track, and at Havre de Grace were again transferred to land, and whirled by locomotive to Baltimore. This arrangement was done away with when the permanent bridge was built across the Susquehanna.

The first president of the Wilmington and Susquehanna road was James Canby, of Wilmington, elected in 1835. He was succeeded by James Price in 1837, and the latter, in 1838, by Matthew Newkirk, upon the combination of all the companies between Philadelphia and Baltimore. The bridge across the Schuylkill at Gray's Ferry was finished in 1838. Until 1842 the company owned no depot in Philadelphia. In that year the property at the southeast corner of Eleventh and Market Streets, partially occupied by the Mansion House Hotel, was secured, with adjoining property, and a large building extending along Eleventh Street from Market Street to Marble Alley was erected. The front part of the building on Market Street and the upper stories over all were used for the officers of the company and as a hotel. The cars found space in the first story, into which the railroad tracks were run. The cars were drawn by horses out Market Street to Broad and down the latter to Prime Street, where locomotives were attached. In May, 1852, the large depot or station was finished at Broad and Prime Streets. It was at that time and for many years after the finest railroad station in Philadelphia in architectural beauty, size, and internal arrangement. The front on Broad Street, of brown stone, was two stories high, flanked by wings of one story. The depot behind it was of a single story, one hundred and fifty feet wide by four hundred feet deep. West of the depot, which ran to the line of Schuylkill Eighth [Fifteenth] Street, was a large yard in which were engine-houses, wood-sheds, tracks, switches, and other conveniences. The whole plot was about seven acres. The building was occupied in May, 1852, at a cost of one hundred thousand dollars. The station at Eleventh and Market Streets was then abandoned by this company, and went into the use of the Pennsylvania Railroad Company. In February, 1881, it was stated that a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad Company had been secured by the Pennsylvania Railroad Company, and at the annual meeting of the stockholders of the latter company on July 2, 1881, the purchase of the stock of the former company was announced by President Roberts, and the stockholders immediately ratified his action, and authorized the issue of four hundred thousand shares of new stock, from the sale of which the requisite funds were supplied to complete the purchase. The total amount of the purchase was sixteen million six hundred and seventy-five thousand six hundred and ninety-two dollars.

Camden and Amboy Railroad.—The first report to the stockholders of the Camden and Amboy Railroad and Transportation Company was made in June, 1831. The president of the company was John Stevens, who had projected the first railroad from Philadelphia to Columbia. It was noticed that this was not only a railroad, but a transportation company, and one of the first things done was to make arrangements with the proprietors of the two lines of stages and steamboats across New Jersey between the two great cities. With a locomotive engine the directors believed that an average of fifteen miles to the hour might be obtained with security to the road as well as to the passengers. At that rate it was thought that the trip could be made from Camden to New York City, by railroad and steamboat, in six hours, which, observed Mr. Stevens, "it is thought will be found to be sufficiently rapid for all useful practical purposes." The receipts and revenues upon which the stockholders might depend, from regular passengers and light freight, was set down at half a million of dollars. The surveys for this road were commenced on the 16th of June, 1830, by Maj. John Wilson and his assistant engineers. The railroad was finished with single track between Bordentown and Amboy by the middle of January, 1833. The steamboat "Trenton" commenced running on the Delaware, carrying passengers as far as Bordentown, on the 22d of that month. By the beginning of January, 1834, the railroad had been extended within eleven miles of Camden; but there were delays upon other portions of the work. The United States mail was sent for the first time from the Philadelphia post-office to Camden, to be sent to New York, on the 29th of December of the same year. In January following passengers were taken over on the ice, and shortly afterward the railroad company sent round a steam ice-boat from New York, to be employed in keeping

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the Delaware River open. It was called the "States Rights," and was very strongly built. The entire track from Camden to Amboy was in full use by the commencement of spring, 1835. The large steamboats connected with the line ran to Bordentown, where the passengers took the railroad. The lines by way of Camden, of which there were one or more, daily left Chestnut Street wharf by ferry-boat to Camden.

About 1838 the Camden and Amboy Railroad Company shifted its point of departure to the south side of Walnut Street wharf. A hotel of moderate size was built at the southeast corner of Delaware Avenue and Walnut Street, which was kept by J. B. Bloodgood. There the ticket- and freight-offices of the united companies were placed. The upper portion of the building was devoted to hotel purposes. It was convenient for travelers who desired to stop over for a short time, and the establishment for some years did a successful business. There were two locomotive engines in use on the road up to the summer of 1838. The third, constructed by Robert L. Stevens, was tried in July of that year, and made the wonderful speed of running with a train of cars from Bordentown to Hightstown, more than thirteen miles, in thirty-six minutes, returning in thirty-one minutes. In the succeeding year it was noted as "one of the most extraordinary instances of rapid traveling on record that passengers were taken from Philadelphia to New York, distance computed to be ninety-four miles, in four and three-quarter hours, including the land and water transportation." The newspaper writer indulged in the idea that under the improvement it might be possible hereafter to bring New York and Philadelphia "within one hundred and sixty-five minutes' ride of each other," and added, "the utterer of such an idea twenty years ago would have been declared a fit object for a lunatic asylum."

Philadelphia and Trenton Railroad.—All interests involved in the business of transportation between Philadelphia and New York were not united in the movements for the establishment of the Delaware and Raritan Canal and the Camden and Amboy Railroad. Consequently another line of railroad was projected, and Feb. 23, 1832, the Legislature of Pennsylvania passed an act "to incorporate the Philadelphia and Trenton Railroad Company, with a capital of six hundred thousand dollars. "Authority was given to this corporation to locate and construct a railroad of one or more tracks from a suitable point in the district of Kensington, through the borough of Frankford, intersecting the Delaware Division of the Pennsylvania Canal in the borough of Bristol, and to continue to a point at or near the Trenton Delaware bridge, in the borough of Morrisville. To this company also was given power to place on the railroad machines, wagons, vehicles, carriages, and teams of any kind, and to transport goods and passengers, said road to be a public highway for conveyance of passengers, and transportation under rates to be charged by the company. There was no difficulty in disposing of the stock, and the work of construction was immediately entered upon. It was estimated at this time that the amount received by the Union and Citizens' Lines jointly during the year 1831, for way passengers alone, between New York and Philadelphia, exclusive of through passengers and transportation of goods, was one hundred and six thousand dollars, and that, allowing the opposition line, which might go by the Camden and Amboy route, a greater proportion of the business, the net annual receipts would be sixty thousand dollars, from which, deducting interest on the capital, there would still be sufficient profits to allow a dividend of fifteen per cent. This flattering estimate was not sustained by subsequent experience. The track was finished from Morrisville to Bristol on the 14th of November, 1833. The People's Line for New York, *via* Bristol and Trenton, was established immediately, with the announcement, "No locomotive, no monopoly, fare only $1.50." In order to make a virtue of a necessity, the People's Line claimed that it desired to protect the community. It said, "As it has always been their first care to provide a safe and comfortable conveyance, they have resolved not to use steam-carriages, and thus not to place it in the power of an agent to sport with the lives of passengers at forty miles an hour. Col. Reeside's best drivers and horses are constantly employed on this route, by which the United States Eastern mail is carried." These precautions were not of long continuance.

The railroad was completed from Kensington to Morrisville on the 1st of November, 1834, and a locomotive was immediately placed upon it, which ran to Morrisville, twenty-eight miles, in one hour and thirty minutes. The depot of the road was established on a lot of ground between Front Street and Frankford road, north of Harrison Street. By act of March 27, 1834, this company, with the consent of the commissioners of the Northern Liberties, was given authority to connect its track with the Northern Liberty and Penn Township road at or near Front Street, with authority to "occupy such street or streets as shall be most convenient." In view of this authority, the office of the company was established at Third Street Hall, a large building erected at the northeast corner of Third and Willow Streets, partly for use as a hotel and partly for a railroad depot. In February, 1835, the Pennsylvania Legislature passed a law empowering this company to build a bridge over the Delaware River and lay tracks to New Jersey. Shortly afterward authority was given to the road to purchase stock in turnpike bridges and railroad companies, not only in Pennsylvania, but elsewhere. There was a feeling of opposition among the people of the Northern Liberties and Kensington which was sufficiently understood, and had its effect in preventing the company from making the junction

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with the Northern Liberties and Penn Township road, on Willow Street, which had been intended. This had the effect of delaying the connection some time. On March 23, 1839, another act of Assembly was passed authorizing the company to continue its tracks from the depot in Kensington along the Frankford road and Maiden Street for one year, until another railroad could be conveniently constructed upon another route from the Kensington Depot to the depot at Third and Willow Streets. The privilege of continuing the tracks upon Frankford road and Maiden Street was not to extend over one year, and James Ronaldson, Thomas D. Grover, and Daniel Smith, carpenter, were appointed commissioners to ascertain what damages had been suffered by the corporation of the district of Kensington and the people along the route. The second section of this act permitted the company to locate a railroad between the Kensington and Willow Street Depots "by the best route along the streets between said depots, and for that purpose they may occupy such street or streets as shall be most beneficial and convenient." The route might be approved by the Court of Quarter Sessions, upon the report of a jury of view of six persons, appointed to consider its advantages and its disadvantages.

Under this authority, license was obtained to lay a track on Front Street between Willow Street and the Kensington Depot. No sooner had the proposition taken shape than an excitement arose among the people not only upon the line of the proposed tracks, but throughout the Northern Liberties and Kensington. It was urged that the establishment of a railroad to be carried through the thickly-built portions of the districts would be dangerous to the lives of citizens and injurious to property. The law of 1839 was criticised unfavorably, upon the allegation that it was smuggled through the Legislature without notice to the people of the districts. When the workmen began to tear up the pavement for the purpose of laying the rails, they found themselves surrounded by crowds of discontented persons, who talked loudly against their proceedings. The women, who were active, scolded them, and resorted to many annoyances, in which they were countenanced and aided by men. From words the discontented opponents resorted to acts. On July 26, 1840, several feet of the rails which had been laid down were torn up, and the roadway injured. On the following day the company procured the protection of over one hundred police officers, who were stationed in the neighborhood of the road; but the workmen were obliged to desist by the menaces of the crowd. A pitched battle ensued, in which the mob used paving-stones and the officers tried to resist them with their maces; some men and one woman were arrested, but the police who held the prisoners were attacked, severely handled, and compelled to retire from the fury of the mob, which was increasing every hour. These occurrences took place in the afternoon of the 27th, and they created much excitement. The news of the encounter spread to all parts of the city, and at night large numbers of persons resorted to the scene. The rails that had been laid were again torn up, and the mob proceeded to a tavern upon Front Street, which was owned by John Naglee, president of the railroad company, and was occupied by John Emery. The place was offensive to the crowd because it had been occupied by the police. An attack upon the building followed; the doors were battered in with paving-stones, and, the house being abandoned by the tenants, was entered by the rioters, who set it on fire. The usual alarm being given, the firemen came to extinguish the flames, but they were assaulted with a shower of stones, and driven back.

The police were as active as was possible under the circumstances; they arrested, or endeavored to arrest, the persons concerned in the riot and arson, and ten men charged with rioting were brought into the Court of Criminal Sessions the next morning, and indictments were framed and presented against them. The grand jury responded speedily, and two of the persons charged, Joseph Jennings and David Ortman, were arraigned immediately, tried, and found guilty. The court was as passionate as the mob. Jennings was sentenced immediately to seven years' imprisonment in the Eastern Penitentiary, and Ortman to ten years' confinement in the same institution. They had been in the station-house all night, were taken thence to the court, and the preliminary examination took place in the court-house before the judge and in the presence of the general jurors. The accused had no time to summon witnesses or to obtain counsel. Ortman was imperfectly acquainted with the English language, and he and Jennings were strangers to each other, and had no opportunity to consult as to the best methods of defense. The court was denounced on account of the indecent haste and feeling exhibited by the judge, prosecuting attorney, and jurors. At a public meeting held in the Northern Liberties strong resolutions of condemnation were passed. Petitions for the pardon of the prisoners were prepared and passed and extensively signed. They were so strong in their influence that they produced an effect upon the Governor of the State, and in a short time Ortman and Jennings were pardoned. An effort was also made to repeal the law creating the Court of Criminal Sessions, which had been passed in 1838. It was not successful at the time, but the feeling had its influence in the passage of the act of Feb. 22, 1840, by which the Court of Criminal Sessions was abolished and the Court of General Sessions erected in its stead. The company was not disposed to yield to the opposition. New authority was obtained from the Legislature by act of May 3, 1841, which extended to the company the right to use the railroad tracks along Frankford road and Maiden Street for three years, and gave the same time for the construction of the railroad along Front Street from the Kensington Depot to the depot

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at Third and Willow Streets. No immediate attempt was made by the company to exercise this authority, and in the next year an act was passed to repeal the law of the year previous, reaffirming the right to construct the railroad on Front Street. Practically the Front Street route was abandoned for many years. The Kensington Depot remained at Harrison Street, and trains arrived and departed there. For passengers, particularly on the through lines, the station for starting by cars was established at Tacony. City passengers were carried by steamboat from a central wharf in the city as far north as Tacony, where they took cars and proceeded on their journey. Certain trains arriving from New York were accommodated by the same method.

The Philadelphia and Reading Railroad Company.—The charter for this railroad was passed April 4, 1833; surveys were immediately made, and forty-one miles put under construction during the year. The original object of the company was to construct a railroad from Peter's Island, four miles from Philadelphia, where connection was made with the Philadelphia and Columbia Railroad to Reading, a distance of fifty-four miles. Work on the line was commenced in 1835, and portions of the road were opened for travel in 1838. The branch, five miles long, from Falls of Schuylkill to Port Richmond on the Delaware, was completed in 1842. The Little Schuylkill Railroad Company having failed to complete its road from Tamaqua to Port Clinton, twenty miles, its privileges were transferred to the Philadelphia and Reading Railroad Company. The act of March 20, 1838, authorized the Philadelphia and Reading Railroad Company to extend its road to Mount Carbon or Pottsville, these two points being already connected by the Mount Carbon Railroad, and the extension was made to Mount Carbon. Subsequently the Mount Carbon Railroad was leased and absorbed by the Philadelphia and Reading Railroad Company, which opened the road from Pottsville to Peter's Island, Jan. 1, 1842. After the State railroad line was relocated, in 1850, the old line from Broad and Willow Streets, Philadelphia, to Peter's Island, now Belmont Station, was purchased by the Philadelphia and Reading Railroad Company, and is now used for the passenger and general city freight trade, while the Port Richmond branch is almost exclusively used for coal. The terminal facilities at Port Richmond consist of wharves extending from three hundred to eight hundred feet into the Delaware River; each wharf is provided with chutes, allowing a direct discharge of coal from the cars into vessels. On these wharves thirty-six miles of tracks are distributed for the accommodation of the immense shipping business. The grade of this railroad is a continual descent from Schuylkill Haven to the Falls of Schuylkill, a distance of nearly eighty-three miles, which enables locomotives to draw extraordinarily long trains of loaded cars, largely economizing the railroad service. This company penetrates the great anthracite coal-fields, which it has covered with a net-work of roads, reaching every accessible point. Its branches touch Columbia, Harrisburg, and Williamsport, as well as Philadelphia and Chester. Having leased the Susquehanna Canal from Columbia, Pa., to Havre de Grace, Md., it possesses water communication with Baltimore. It secures the trade of the Schuylkill Valley by its lease of the Schuylkill Navigation Company's canal, and the Philadelphia, Germantown and Norristown Railroad. In 1858 the absorption of lateral roads was inaugurated, and has continued until *Poor's Railroad Manual* for 1882 exhibits the following:

	Miles.	Miles.
Line of Road. Philadelphia, Pa., to Reading, Pa.		98.4
Branches.	Miles.	
Northern Liberty and Penn Township, in Philadelphia	1.4	
Port Kennedy. Port Kennedy to Lime Kilns	1.2	
Lebanon Valley. Reading to Harrisburg	53.7	
Lebanon and Tremont. Lebanon to Brookside	42.2	
Schuylkill and Susquehanna. Rockville to Auburn	53.4	
Mount Carbon. Mount Carbon to Wadesville	8.5	
Mahanoy and Shamokin. Mahanoy City to Herndon	64.6	
Mosclem. Locsport to Quarry	1.7	
West Reading. Reading to West Reading	1.9	228.6
Leased Lines.		
Chester Valley Railroad. Bridgeport to Downingtown	21.5	
Colebrookdale Railroad. Pottstown to Rath	12.8	
Pickering Valley Railroad. Phœnixville to Byers	11.0	
East Pennsylvania Railroad. Reading to Allentown	36.0	
Allentown Railroad. Toptown to Kutztown	4.5	
Little Schuylkill Railroad. Port Clinton to Tamaqua	28.1	
Mine Hill Railroad. Schuylkill Haven to Locust Gap	53.1	
Mount Carbon and Port Carbon Railroad. Mount Carbon to Palo Alto	2.8	
Mill Creek Railroad. Palo Alto to Tuscarora	11.0	
East Mahanoy Railroad. East Mahanoy to Mahanoy City	10.7	
Philadelphia, Germantown and Norristown Railroad. Philadelphia to Norristown	33.7	
Catawissa Railroad. Tamanend to Williamsport	96.0	
Philadelphia and Chester Branch Railroad. Philadelphia to Chester	14.1	
North Pennsylvania Railroad. Philadelphia to Bethlehem	86.4	
Delaware and Bound Brook Railroad. Delaware River to Bound Brook	30.7	
Norristown Junction Railroad. Philadelphia, Germantown and Norristown Railroad to Stony Creek Railroad	0.4	453.3
Roads controlled.		
Reading and Columbia Railroad	39.5	
" " " Lebanon Branch	1.6	
" " " Quarryville Branch	15.3	
Northeast Pennsylvania Railroad	9.6	66.0
Total length of line owned, leased, and controlled		846.3

In addition must be added: Schuylkill Navigation, 108.23 miles, leased for nine hundred and ninety-nine years, from Jan. 1, 1870, and Susquehanna Canal, 45 miles, leased for nine hundred and ninety-nine years, from Jan. 1, 1872. The lease of the North Pennsylvania and the Delaware and Bound Brook Railroads was made in May, 1879, for nine hundred and ninety-nine years, at an annual rental equal to the fixed charges of the companies, and annual dividends of six per cent. for the first two years, seven per cent. for the next two years, and of eight per cent. for the remainder of the lease. The rentals of the North Pennsylvania Railroad are estimated to equal $673,344 per annum for the first two years, $718,615.50 for the next two years, and $763,887 for the remainder of the lease. The payments are to be made quarterly, and also $12,000 per year for expenses of organization, etc. The rentals of the Delaware and Bound Brook Railroad equal $195,840 per year for the first two years, $210,980 for the next two years, and

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$266,120 for the remainder, in equal quarterly installments, and $6000 for expenses. The company has also leased the Central Railroad of New Jersey, which connects with the North Pennsylvania and the Delaware and Bound Brook Railroads, forming a through line from Philadelphia to New York.

The president of the Bound Brook Railroad, Edward C. Knight, has long been identified with the internal improvements of Pennsylvania. He was born in Gloucester (now Camden) County, N. J., on the 8th of December, 1813. His ancestor, Giles Knight, of Gloucestershire, England, came to Penn's new province in the ship "Welcome" with William Penn, at its settlement, locating in Byberry, where he died in 1726. The parents of E. C. Knight—Jonathan and Rebecca Collings Knight—were members of the Society of Friends. The son entered mercantile life, in 1830, as a clerk in a country store at Kaighn's Point, N. J. Two years later he came to Philadelphia, and engaged as a clerk in the grocery store of Atkinson & Cuthbert, South Street wharf, on the Delaware River. In May, 1836, he established himself in the grocery business on Second Street, giving his mother an interest in it. Several years later he became interested in the importing business, acquiring a share in the schooner "Baltimore," which made regular trips between Cape Haytien, San Domingo, and Philadelphia, chiefly laden with coffee. In September, 1846, he removed to the southeast corner of Chestnut and Water Streets, where, for nearly thirty-eight years,—at first alone, and subsequently as the senior partner of the firm of E. C. Knight & Co.,—he has carried on the wholesale grocery, commission, importing, and refining business. In 1849 this house became, and thereafter continued to be, interested very largely in the California trade, the first steamer that ever plied on the waters above Sacramento City having been sent out by this firm. The business at present is principally that of sugar-refining, for which purpose the firm occupies two large molasses-houses and one extensive refinery at Bainbridge Street wharf, on the Delaware, and that of importing molasses and sugar from Cuba, in which latter business this house was the pioneer in America. The capacity of the refinery belonging to this firm can be fairly comprehended when it is stated that it is usual to turn out from one thousand to fifteen hundred barrels per day.

But, while for many years Mr. Knight has been looked upon as one of Philadelphia's most prominent and most honored merchants, he has of late been mainly recognized as one of the leading railroad managers of the Quaker City. Years ago he was a director in the Lackawanna and Bloomsburg, the West Jersey, and other railroad companies. Finally he became a director in the Pennsylvania Railroad Company. It was largely through his instrumentality, as chairman of a committee of the latter corporation, that the American Steamship Line, between Philadelphia and Europe, was established, and Mr. Knight was president of the steamship line in question. He finally withdrew from the Board of Directors of the Pennsylvania Railroad Company, and thereafter his interests were centred elsewhere. He is now a director in the Central Railroad Company of New Jersey, and was, from 1876 to 1880, its president. It was largely owing to his superior intelligence and industry that this corporation was placed in its present solid condition. In 1874, also, Mr. Knight was chosen president of the Bound Brook Railroad Company, a position which he now holds. He is also a director in the Philadelphia and Reading and in the North Pennsylvania Railroad Companies.

Mr. Knight has been, at various times, connected with a number of financial institutions in this city of high standing. He has, however, withdrawn from all banking and trust companies, except the Guarantee Trust and Safe-Deposit Company, of which he is at present the vice-president.

While not an office-seeker, Mr. Knight is, in every sence of the word, a public man. In 1856 he was nominated by the American, Whig, and Reform parties for Congress, in the old First District of Pennsylvania. In 1860 he was an elector on the Republican Presidential ticket from the same district. He was a member of the State Constitutional Convention of 1873, his sound opinions and advice as a business man having had material weight in the formulation of much of the best material in the present organic law of the commonwealth. In December, 1883, Mr. Knight was appointed a member of the Park Commission by the judges of the Court of Common Pleas.

In semi-public affairs Mr. Knight has likewise been a prominent factor. He is, and has for years been, one of the directors of the Union League. He was also the president and one of the most active promoters of the Bi-Centennial Association of 1882.

Mr. Knight is, in every sense of the word, one of Philadelphia's most public-spirited citizens, and a man whose name is a synonym for integrity and honor.

The Laurel Run Improvement Company was chartered May 18, 1871. Its name was changed by act of Dec. 12, 1871, to the Philadelphia and Reading Coal and Iron Company, which was organized under the auspices of the Reading Railroad Company for the purpose of purchasing and operating the coal properties with which the railroad was connected. The entire stock of the Philadelphia and Reading Coal and Iron Company is owned by the Reading Railroad Company, the bonds and mortgages on the coal-lands amounting to $39,737,965.53. The serious interruption of the business of the company caused by the "strikes" in the coal region and the many fluctuations in the coal trade resulting from alternate periods of expansion and depression, induced the management in 1871 to obtain some control over the production of coal, and thereby, if practicable, prevent a recurrence of the difficulties previously experienced. To this end the Reading Railroad Company became

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the owners of the coal-lands situated upon the lines of its several branches. To effect this object a mortgage of $25,000,000 was executed to secure a loan, from the proceeds of which all outstanding mortgages were to be retired, and the balance, $19,000,000, applied to the purchase of the coal-lands. The loan was very successful, and at the close of 1871, 70,000 acres of the best coal-lands in Pennsylvania had been acquired at a cost of $11,962,000; the Philadelphia and Reading Coal and Iron Company being the auxiliary company by which the title to these lands was held. The total amount of the indebtedness of the Reading Railroad Company when these bonds were issued, in 1871, was $5,801,200; 7 per cent. bonds, payable in 1872, $110,400; 7 per cent. bonds, payable in 1874, $43,000; 7 per cent. sterling bonds, payable in 1877, $134,400; 5 per cent. sterling bonds, payable in 1880, $182,400; 6 per cent. sterling bonds, payable in 1880, $976,800; 6 per cent. convertible dollar bonds, payable in 1880, $133,000; 6 per cent. dollar bonds, unconvertible, payable in 1880, $1,521,000; 7 per cent. bonds, payable in 1890, $2,700,000. For the payment of these bonds, 6000 bonds of the above mortgage loan were pledged to be reserved, and it was further covenanted that a sinking-fund should be established, which by its accumulations would retire the indebtedness as it matured.

The Philadelphia and Reading Railroad Company made default on the 21st of May, 1880, in the interest of its maturing obligations, and its road and property were placed in the hands of receivers by the United States Circuit Court, May 22, 1880.

The Philadelphia and Reading Railroad Company's system of cheap tickets has been of vast service to the company, and one of the branches—the Germantown and Norristown Railroad—has the largest local travel per mile, and runs the largest number of passenger trains of any single road in the United States. The company also owns a fleet of iron steamships, which it employs in carrying coal from Port Richmond to cities along the coast. The united length of all the railroads under control of the company is 846.3 miles, all of which lie within the borders of Pennsylvania, and have Philadelphia for their commercial *entrepôt* and business terminus.

In 1870, Franklin B. Gowen was elected president of the Philadelphia and Reading Railroad, which position he held until he resigned in 1884, and was succeeded by George de B. Keim. His administration of the road was marked by great ability, and notwithstanding circumstances over which he had no control compelled the placing of the road in the hands of a receiver in May, 1880, the ability and management of Mr. Gowen continued to direct the operations of the road and the administration of its finances until it was fully restored to the stockholders, and placed upon a paying and successful basis.

Mr. Gowen was born at Mount Airy, Philadelphia, on Feb. 9, 1836. He adopted the profession of law, and was admitted to the bar in May, 1860, and quickly acquired an extensive and lucrative practice. It is not only as a lawyer of great ability, but as a financier and railroad manager, that Mr. Gowen stands preeminent among his contemporaries. In the Constitutional Convention of 1872 he took a conspicuous position, and, as chairman of the Committee on Revision and Adjustment, shaped to a considerable extent the work of constitutional revision; he also served on the Committee on County, Township, and Borough Offices.

North Pennsylvania Railroad.—In consequence of movements in the city and districts in 1851 and 1852, considerable interest was taken in the construction of a railroad to connect Philadelphia with the Lehigh coal region. The benefit of the trade of Bucks and Northampton Counties and upon the upper Delaware was duly set forth, and resulted in the incorporation, April 8, 1852, of the Philadelphia, Easton and Water Gap Railroad Company. The title of the company was changed by act of April 18, 1853, to the North Pennsylvania Railroad Company.[1] Subscriptions by the city and district corporation and citizens were obtained with energetic effort, and the construction of the road entered upon. It was finished as far as Gwynedd, in Bucks County, in the early part of 1855, and formally opened for travel on Monday, the 2d of July, 1855, by an excursion from the Cohoquinoque Station, at Front and Willow Streets, to Fort Washington. From that time the road has been in operation, the distance traveled being gradually extended as new sections were finished. Travel was opened through to Bethlehem in 1857, and subsequently connection has been had with the Lehigh Valley Railroad and extension of lines in Northern Pennsylvania, together with the line known as the Bound Brook route to New York. The passenger depot remained at Front and Willow Streets until about 1864, when it was removed to Germantown Avenue and Thompson Street. This was not a very convenient place, and was subsequently abandoned, a very large and commodious depot having been erected at Berks and American Streets, from which the locomotives could be run without interference upon the unobstructed tracks northward. Soon after the company was established a lot of ground on the north side of Walnut Street, west of Fourth, was obtained for the purposes of a main office, and a fine large building with a brown stone front erected there.

The North Pennsylvania Railroad, as has been stated, is now a part of the Reading Railroad system, and since January, 1857, Franklin A. Comly, of this city, has been its president. Mr. Comly is descended from Henry and Joan Comly, of Bedminster, near Bristol, England, who came over with Penn in 1682, bringing with them their son Henry. The elder Comly, who was a weaver by trade, bought and set-

[1] See vol. i. p. 707.

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tled upon a tract of five hundred acres in Warminster, Bucks Co., Pa., where he died in March, 1684. His son Henry married, on Aug. 17, 1695, Agnes, daughter of Robert and Alice Heaton, and two years later purchased from his father-in-law three hundred acres of the estate called Manor of Moreland. Naming his new acquisition Green Briar Spring, he made it the homestead of the family. Their children were Mary, born 1699; Henry, born 1702; Robert, born 1704; John, born 1706; Joseph, born 1708; Walter, born 1708; Agnes, born 1715; Isaac, born, 1717; and Grace, born 1721.

Henry, the second child, married, in 1728, Phœbe, daughter of Joseph Gilbert, and settled on the Green Briar Spring homestead. He died in 1772, aged seventy years, and his wife in 1773, aged seventy-two years. They had eight children, of whom Jonathan and Joshua were twins. Joshua Comly married Catharine Willett, and the offspring of the union was twelve children. One of their sons was James Comly, born Nov. 23, 1787, who married Eliza, daughter of Samuel Ayres, of Huntingdon Valley. They resided for some time at Ashton's mill, now known as Walton's mill, on the Pennypack. This property was sold by James Comly in 1831, when he purchased a farm near the Fox Chase, and lived on it until his death, which occurred in 1837. He was a member of the Pennsylvania Legislature, and a justice of the peace.

Franklin A., son of James and Eliza Comly, was born March 12, 1813, at the family residence on the Pennypack, now known as Bethayres. After passing through the rural schools, he received a higher education at an academy in Philadelphia, which stood on Seventh Street, south of Chestnut, the present site of the *Press* building. At seventeen years of age he was apprenticed to Robert A. Parrish, who kept a hardware-store at the old number of 238 North Third Street, in the district of the Northern Liberties. At manhood he was admitted as a member of the firm, and he also accepted the agency of a Sheffield (England) cutlery hardware-factory, whose goods it was desired to establish a market for in this city. In 1844, Mr. Comly became connected with the mining and shipping of coal, and was elected president of the Buck Mountain Coal Company, whose mines were situated in what is now Carbon County. In January, 1857, he was chosen president of the North Pennsylvania Railroad Company, which position he has now continuously filled for more than twenty-seven years. He has other and almost equally as important business interests, being president of the Longdale Iron Company of Virginia, treasurer of the Andover Iron Company of Phillipsburg, N. J. (of which he was one of the corporators), and director in the Glendon Iron Company of Easton, Pa., the Allentown Rolling-Mills, East Broad Top Railroad Company, Cranberry Iron and Coal Company of North Carolina, East Tennessee and Western North Carolina Railroad Company, the Hibernia Mine Railroad Company, the Pennsylvania Fire Insurance Company, and the Delaware and Bound Brook Railroad Company, of which Edward C. Knight is president, the building of which established a new line from this city to New York.

Lehigh Valley Railroad.—The Lehigh Valley Railroad, although no part of its tracks are in Philadelphia, was naturally the outcome of the great enterprises upon the Lehigh River and the anthracite regions in the neighborhood of Mauch Chunk began by Josiah White, Erskine Hazard, and George F. A. Hauto, in 1817, for the development of the coal trade, which afterward led to the establishment of the Lehigh Navigation Company. Subsequently the canal navigation was not considered sufficient, and the scheme of a railroad was devised. The company was incorporated as the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, by act of Assembly passed 21st of April, 1846. Sufficient stock was subscribed for in the course of fourteen months to justify the Governor in issuing letters patent on the 20th of September, 1847. The road was not commenced by a survey of the route until the autumn months of 1850. Work in grading commenced in the spring of 1851. On the 7th of January, 1853, the name of the company was changed by act of Assembly to The Lehigh Valley Railroad Company. The work was not finished until the 24th of September, 1855. Up to this time the president of the company had been the Hon. James M. Porter, and the office was at Easton. In the beginning of 1856 the majority of the stockholders resolved that it was to the interest of the company to remove the office to Philadelphia. Judge Porter then resigned the presidency, and was succeeded by William M. Longstreth, elected on the 3d of February, 1856. He held the office for three months, and was succeeded, May 13th, by J. Gillingham Fell, who held the office for several years, and was succeeded by Hon. Asa Packer, a large owner of the stock. The office was established at No. 412 Walnut Street for some years, but was finally removed to the building formerly occupied by the Pennsylvania Railroad Company, at Third and Willing's Alley, after the latter had removed to Fourth and Willing's Alley.

Charles Hartshorne, the vice-president of the Lehigh Valley Railroad Company, was born at Philadelphia, Sept. 2, 1829. He is a son of the late Dr. Joseph and Anna Hartshorne, and a descendant in the seventh generation from Richard Hartshorne, who settled in New Jersey in 1665, nearly twenty years prior to Penn's settlement on the Delaware. His grandfather, William Hartshorne, of Alexandria, Va., was treasurer of the first Internal Improvement Company in this country, of which Gen. Washington was president.

Mr. Hartshorne was educated at Haverford College and at the University of Pennsylvania, graduating from the latter in the class of '47.

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F. A. Comly

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Yours truly
Chas. Hartshorne

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Mr. Hartshorne's early tendencies were in the line of railroad enterprises, which began to take a strong hold upon the attention of capitalists and of the public about the time of his emergence from college life into the more practical experiences of business and public affairs. Having embarked in railroad interests, Mr. Hartshorne has continued therein to the present time as an active and influential participant in various important transportation movements. In 1857 he became president of the Quakake Railroad Company; in 1862 he was chosen president of the Lehigh and Mahanoy Railroad Company; in 1868 he was elected vice-president of the Lehigh Valley Railroad Company, and in 1880 was elevated to the presidency, but in January, 1883, resumed the position of vice-president to make room for a son of the late Judge Packer, whose estate holds a controlling interest in the company. In addition to his important railroad interests, Mr. Hartshorne is connected with a number of commercial organizations, notably the Provident Life and Trust Company and the Western National Bank, in each of which he is a director.

He is also officially connected with a number of public enterprises of an educational and charitable character. Among such may be mentioned Haverford College, Bryn Mawr College, and the Pennsylvania Hospital, of each of which he is a member of the board of managers.

Although engaged in a number of enterprises of great magnitude, and burdened with a multiplicity of responsible duties, Mr. Hartshorne has found time to indulge in a considerable amount of domestic and foreign travel, having visited Europe in the years 1852, 1868, and 1882.

On the 8th of June, 1859, Mr. Hartshorne was married to Miss Caroline Cope Yarnall, a daughter of Edward Yarnall and a granddaughter of Thomas P. Cope. As a result of this alliance there have been five children,—two sons and three daughters.

Pennsylvania Railroad.—The aim and advantage of railroads has been said to be "to obtain with the minimum expenditure of power the maximum result of speed, draught, and safety in the carriage of passengers and freight." The Pennsylvania Railroad has, to a greater extent than any other, attained that "*maximum result*" first as to speed. In the month of June, 1876, a railway "trip across the continent," from the Atlantic Ocean to the Pacific, was completed in the remarkably short time of eighty-three hours, fifty-nine minutes, and sixteen seconds,—less than three and a half days.[1]

This achievement for distance and time has never been equaled, and the Pennsylvania Railroad stands pre-eminent for speed. Second, as to great increase of draught. It was stated about 1857 that experiments on the Massachusetts railroads showed that the cost of merchandise transportation was 3.095 cents per ton per mile, with an average speed of ten miles an hour. In 1881 the Pennsylvania Railroad moved 18,229,365 tons at a charge of .779 cents and at a cost of .437 cents per ton per mile. Third, as to increase of safety. In the period from 1834 to 1840 there were 74 persons killed and 2073 wounded while traveling by horse-coaches in France, while not one passenger was either killed or wounded, and only three employés wounded out of 1,889,718 passengers who traveled 316,945 miles over French railways. Unfortunately, there are no statistics of "killed and wounded" furnished by American railways, but as, according to Dr. Lardner, the chances of a passenger meeting with a fatal accident in traveling one mile on a railroad are 65,363,735 to 1, and of his meeting with bodily injury the chances are 8,512,486 to 1, and also as 366,036,928 passengers must travel one mile in order to cause the death of one railroad employé, the 9,077,714 passengers transported by the Pennsylvania Railroad in 1881 incurred very little risk of either death or bodily injury while in the cars of that company. The great care and precaution taken by that company for the safety of the traveling public is seen in the strength and durability of its engines and cars, in the construction of its tracks, and in the watchfulness that always supervises the running of its trains.

This railroad company grew out of the mixed railroad and canal system constructed by the State between Philadelphia and Pittsburgh. From 1834 to 1845 the State system continued to illustrate its disadvantages until public sentiment was thoroughly educated to the fact that the great object of through freight and travel was not to be obtained by the mixture of two incongruous systems. A canal all the way or a railroad all the way was found to be necessary to meet the competition of the Erie Canal at the north, and of the Baltimore and Ohio Railroad at the south. The agitation for a continuous railroad from Harrisburg to Pittsburgh began to take definite shape at the convention of the 6th of March, 1838, at

[1] The following is the record of that unequaled achievement of the Pennsylvania Railroad:

"Left Jersey City, on the west bank of the Hudson River, opposite New York City, at 12.53 A.M., railroad time, June 1st, by way of the Pennsylvania Railroad and its connections; arrived at Pittsburgh at 10.58 A.M. same day; Chicago, at 10 P.M. same day; Council Bluffs, at 10 A.M. on 2d instant; Ogden, at 10.30 A.M. on 3d instant; and San Francisco, at 9.29 A.M. on 4th instant, or 12 o'clock 32 minutes P.M., New York time.

"Distance from New York to San Francisco, 3317 miles.

"Number of hours from New York to San Francisco, 83 hours, 59 minutes, 16 seconds.

"Average speed per hour, 39⅔ miles.

"Distance from New York to Pittsburgh, run without a single stop on Pennsylvania Railroad, 444 miles.

"Number of hours from New York to Pittsburgh, Pennsylvania Railroad, 10 hours and 5 minutes.

"Average speed per hour, Pennsylvania Railroad, 44 miles.

"Maximum speed on Pennsylvania Railroad, per hour, 62 miles.

"Minimum speed on Pennsylvania Railroad, per hour, 25 miles.

"Average speed of Pittsburgh, Fort Wayne and Chicago Railway, per hour, 48 miles.

"Average speed on Chicago and Northwestern Railway, per hour, 45 miles."

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Harrisburg, at which twenty-nine counties were represented. Robert T. Conrad, of Philadelphia, presided, and the subject was thoroughly and ably discussed, with the effect of securing a survey of a route under the authority of the State. Hother Hagè, an engineer of distinction, made the survey through the counties of Franklin, Bedford, Somerset, Westmoreland, and Allegheny, and the following year the canal commissioners appointed Charles L. Schlatter to survey similar lines from Harrisburg to Pittsburgh. These surveys demonstrated the practicability of a continuous railroad between Harrisburg and Pittsburgh. But it was not until 1846 that the subject took a practical shape. "On the 13th of April of that year the act to incorporate the Pennsylvania Railroad Company was passed. The capital stock of the company was fixed at $7,500,000, with the privilege of increasing the same to $10,000,000. The company was authorized to build a road to connect with the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad, and to run to Pittsburgh, or other place in the county of Allegheny, or to Erie, as might be deemed most expedient. The act also provided that in case the company should have $3,000,000 subscribed, and $1,000,000 actually paid into its treasury, and have fifteen miles of its road under contract for construction at each terminus of its road prior to the 30th of July, 1847, the law granting the right of way to the Baltimore and Ohio road from Cumberland, Md., to Pittsburgh, should be null and void.

All these conditions were complied with, and on the 25th of February, 1847, Governor Shunk granted a charter to the company, and on the 2d of August he issued his proclamation declaring the privileges granted to the Baltimore and Ohio Railroad abrogated. This action created considerable dissatisfaction in Alleghany and the other southwestern counties of Pennsylvania, and it required the lapse of time to satisfy those sections that it was for their advantage, as well as for the best interests of the State of Pennsylvania. The energy with which the work of construction of the Pennsylvania Railroad was constructed and the careful manner in which its route was located soon changed the antagonism of Western Pennsylvania to the East to friendship and sympathy."[1] Books of subscription were opened on the 22d of June, 1846; committees of the originators of the enterprise visited the citizens of Philadelphia, and obtained subscriptions to a large amount; public meetings were held; the press was active in advocacy of the great work. Two thousand six hundred subscriptions were reported in the first annual report of the directors, of which nearly eighteen hundred were for five shares and under. J. Edgar Thomson, afterward president of the company, was appointed chief engineer of the road early in 1847, and, with Edward Miller, William B. Foster, Jr., S. W. Mifflin, G. W. Leuffer, Strickland Kneass, Edward Tilghman, Oliver Barnes, located and supervised the construction of the road.

The grading of the first twenty miles of road west of Harrisburg was let on the 16th of July, 1847, and fifteen miles east from Pittsburgh was also put under contract on the 22d of the same month. Thus the work was pushed east and west vigorously. On the 26th of November of the same year forty miles additional were let, carrying the eastern portion under contract to Lewistown. During the same year the city of Philadelphia subscribed two million five hundred thousand dollars to the stock of the company, and the next year the county of Allegheny subscribed one million dollars. Sixty-one miles of the road from Harrisburg to Lewistown were opened Sept. 17, 1849, and one year later the "Mountain House," one mile east of Hollidaysburg, was reached, and connection made with the State Portage road, over the Alleghany Mountains, and thus the work progressed until, on the 10th of December, 1832, the cars were run through from Philadelphia to Pittsburgh. The Eastern and Western Divisions were connected by using the Portage road over the mountains. This connection continued until Feb. 15, 1854, when the inclined planes of the Portage road were abandoned for the company's own road. Before the completion of the road, in 1854, the chief engineer, J. Edgar Thomson, was elected president on the 2d of February, 1852. J. Edgar Thomson was born in Delaware County, Pa., on the 10th of February, 1808. He was the son of John Thomson, who, in 1809, laid out and constructed the first experimental railroad in the United States, extending from Leiper's stone-quarries, in Delaware County, Pa., to the Delaware River. John Thomson, father of J. Edgar Thomson, was a man of extraordinary energy and ability. His ancestors came from England with William Penn, and settled in the vicinity of Philadelphia. He attained a high reputation as a civil engineer toward the end of the last century, and was employed in the construction of some important works, among which was the Delaware and Chesapeake Canal. For several years he was in the service of the "Holland Land Company," an organization which controlled much of the land in Northwestern Pennsylvania, and while thus engaged he, in 1793, encamped at Presque Isle (now Erie), and, with one assistant, without other tools than usually attend an engineering expedition, built the schooner "White Fish," which he conveyed by ox-teams from the Falls of Niagara to Lake Ontario, thence to where Oswego now stands, and up a small river to Oneida Lake, passing through which, and carrying his vessel again by land to the Mohawk, he followed that stream to the Hudson, and thence to the Atlantic Ocean. From this he entered the Delaware Bay and reached Philadelphia, when his schooner was taken to Independence Square, where it remained until destroyed by decay. This was the first vessel

[1] "Pennsylvania Railroad," etc., by William B. Sipes.

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J. Edgar Thomson

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that ever passed from Lake Erie to New York and Philadelphia. Mr. Thomson died in 1842.

The son, after the requisite preparation received from his father, commenced his professional career, in 1827, in the engineer corps employed upon the original surveys of the Philadelphia and Columbia Railroad, having received his appointment from the secretary of the Board of Canal Commissioners of Pennsylvania. He continued in this service until 1830, when, the State failing to make the necessary appropriations for the continuance of the construction of the road, he entered the service of the Camden and Amboy Railroad Company as principal assistant engineer of the Eastern Division. After leaving their service he visited Europe to examine the public works of that continent, and shortly after his return, in 1832, was appointed chief engineer of the Georgia Railroad, extending from Augusta to Atlanta, in that State, with a branch to Athens, in all two hundred and thirteen miles of railway,—the longest amount of railway at that time under the control of one company in the United States. He continued in that service, as chief engineer and general manager, until his unsolicited election to the position of chief engineer of the Pennsylvania Railroad.

Mr. Thomson entered upon his duties as chief engineer of the road in the early part of 1847. The directors say, in their first annual report, that "in the selection of a chief engineer the board was fortunate in obtaining the services of Mr. John Edgar Thomson, a gentleman of enlarged professional experience and sound judgment, who had obtained a well-earned reputation upon the Georgia road, and in whom the board place great confidence."

On the 2d of February, 1852, Mr. Thomson was elected president of the company, and it was in that capacity he saw completed many important enterprises which he had inaugurated as chief engineer. He was continued in the position, without interruption, up to the time of his death, devoting to the great enterprise twenty-seven years of his life, and bestowing upon it an amount of care and attention never given by any other American to a similar work.

His reputation was established South as well as North, and he confessedly stood at the head of his profession. He did more than any one man who ever lived to establish, create, and perfect the railway system of the American continent.

Occupying the important business position he did, it was natural that Mr. Thomson's influence should be sought for many enterprises. So far as these were for the general good, he cheerfully promoted them. One of his favorite objects was the thorough development of the mineral resources of Pennsylvania, in the value of which he had unlimited faith. Every coal and iron field was thoroughly understood and appreciated by him; and if the great corporation over which he presided could facilitate its development, the work was promptly done. The American Steamship Company of Philadelphia was largely indebted to his sagacity and unwavering interest in the business of the city for its existence. As a member of the Park Commission of Philadelphia, he gained the esteem of his associates, who, after his decease, placed on record a tribute to his high character as an engineer, a citizen, and a gentleman of many accomplishments.

Burdened as he was by such a multitude of duties, and of so arduous and complex a character, it is not surprising that the strain of such labor, continued for nearly half a century, brought his life to a close before he had numbered the threescore and ten years allotted to mankind. While his intellectual faculties remained unclouded, and his strong will evinced no signs of relaxing, yet the human machinery that for near fifty years they had propelled in the wearing grooves of railroad life faltered in its work, and, on the 27th of May, 1874, death came to release him from the turmoil and exactions which had so long harassed him.

Noticeable traits of Mr. Thomson's character were reticence and taciturnity. Devoting all his life and his great natural abilities to the cultivation of one set of ideas, his accumulation of professional information was enormous. This vast knowledge made him exceedingly cautious and careful,—conservative in his ideas, and generally slow to execute. But when his conclusions were reached, and the emergency required it, he became grandly enterprising, and permitted no obstacle to stand in the way of success. His thoughts and opinions were rarely made known, while he displayed infinite patience in listening to the views, desires, hopes, fears, and plans of others. Actions spoke for him, not words. He absorbed the knowledge of others, weighed, considered, and digested it thoroughly, and reached conclusions by cool, methodical reasoning. When convinced, he knew no hesitancy or doubt. The determination was as fixed as the laws of nature, and success appeared to come as a result of his faith. His conception of the future of American railroads seems now almost supernatural. For twenty years he marked out and reiterated in his annual reports the plan of the Pennsylvania Railroad Company, and he never deviated from that plan,—pursuing it persistently, patiently, and faithfully until it was fully accomplished. To such a man system was everything; and there can be no question that much of the success attending the Pennsylvania Railroad was owing to the almost military rigidity with which its workings were arranged and managed under his inspiration. He had that great faculty of a general,—a good judgment of character and capabilities. In this he was rarely mistaken; and, his confidence once placed, he was loyal to its recipients, never abandoning or failing to sustain them. This friendship was undemonstrative except in acts. He had few intimate associates outside of his own family, and was utterly indifferent to popular applause. His affections

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seemed centred in the great corporation he controlled, and whatever conduced to the success of that, present or remote, was the thing to be done,—the end to be attained.

The peculiar bent of his mind is illustrated by the fact that the larger portion of his fortune was devised for the foundation of an institution for the benefit of a class of people connected with the railways he had been instrumental in creating.

This charity, which was opened Dec. 4, 1882, is called St. John's Orphanage. It has been started in two houses, Nos. 1720 and 1722 Rittenhouse Street, and in a modest way is doing active good. It is open to receive the daughters of employés who have died in the service,—first, of the Pennsylvania Railroad; secondly, of the Georgia and Atlantic Railroad; and then of any railroad in the United States. The girls are taken from the age of six to ten, given free of charge a home in the orphanage and a plain education, being taught household work and sewing until they are sixteen, when they will be put out to service or taught a trade. It is intended to open a boarding-house for those who have left the orphanage, that the girls may have protection while they are learning to support themselves.

After his death various public bodies united in posthumous tributes to his sagacity and enterprise, leaving no room for doubt as to the respect and esteem his quiet, unobtrusive services had gained in the community where so many years of his laborious life were passed.

Under the supervision and direction of Mr. Thomson, as engineer and as president, the Pennsylvania Railroad was constructed in a superior manner, and has become the most perfect road in America. It was constructed to overcome the barrier of the Alleghany Mountains by a gradual ascent, of which the heaviest gradient, to Altoona, does not exceed twenty-one feet to the mile. A short distance west of Altoona this gradient increases to ninety-five feet per mile on straight lines, and to eighty-two feet on curves, until it reaches the culminating point at the west end of the great tunnel, at an altitude above tide of two thousand one hundred and sixty-one feet. Its maximum gradient is twenty-one feet per mile less than that of the Baltimore and Ohio Railroad.

The completion of the through line of railroad from Philadelphia to Pittsburgh induced the people of the State to rid themselves of the burden of the unprofitable improvements constructed by the State at an enormous cost, and supported and maintained by taxation rather than by their revenues. The heavy debt incurred in the construction of the State line had been borne for twenty-five years, and there was no prospect of any relief therefrom by the income from these works. It was felt that the sacrifice must ultimately be made, and, this having been determined, it was obvious that the sooner the sale was complete the better for the taxpayers. Individual enterprise had not secured to the State benefits and advantages which the State improvements had failed to obtain, and they could be disposed of without the loss of transportation, and at the same time relieve the State from an unprofitable investment. In 1854 the Legislature enacted a law providing for the sale of the State line, but the provisions of the act were such that no purchaser could be found. Again, in 1855, another law was passed, which also proved ineffectual. An unwise policy had imposed a tonnage tax upon all traffic on the Pennsylvania Railroad, against which the company had been protesting. This tax, like most all others, was transferred to the goods shipped over the road, and was paid by the people in the shape of increased freight. This fact brought to the aid of the company the influence of trade, and together the demand for repeal became effectual. In 1857, the commonwealth again determined to sell the State works, and fixed a minimum price of seven million five hundred thousand dollars, and provided that if the Pennsylvania Railroad would purchase at that price, and pay also one million five hundred thousand dollars additional, the tonnage and all other taxes should stand repealed. Under this act the company became the purchaser, and by proclamation of the Governor, of Aug. 1, 1857, the main line of the State works became the property of the Pennsylvania Railroad Company. The Supreme Court of the State pronounced that provision of the act of 1837, which related to the general taxes imposed upon the railroad company, to be unconstitutional.

The company thus found itself the owner of the State improvements, and still subject to onerous taxation imposed by the State, and the company refused to pay the tonnage tax, but held it subject to judicial decision or amicable adjustment. This was not effected until the passage of the act of March 7, 1861, for the commutation of the tonnage tax. This act provided that the railroad company was to pay in annual installments the sum of thirteen million five hundred and seventy thousand dollars in full for the purchase of the main line, and in consideration of the repeal of the tonnage tax. The tax retained by the railroad company pending the settlement of the disputed question, from 1857 to 1861, amounting to eight hundred and fifty thousand dollars, was to be used in aiding eleven different local railroads in the State. Thus was settled a controversy which for six years had existed between the State and the company, and by the settlement the State was enabled to rapidly extinguish her indebtedness, and to relieve her people from burdensome taxation, and the railroad company was freed from a tax imposition which subjected it to the mercy of its competing rivals.

In 1858, Col. Thomas A. Scott was appointed general superintendent of the road. It is not often that two exceptionally able men are successfully called to the administration of the same high trust and the discharge of the same difficult duties, and it is less frequent

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that the latter takes up the work of the former and carries it forward, enlarging, developing, and improving. The Pennsylvania Railroad was fortunate in finding J. Edgar Thomson at the right time, but it was equally fortunate when, losing him, it could yield the helm to Thomas A. Scott. This remarkable man was born in the township of London, Franklin Co., Pa., on the 28th of December, 1824. His early educational advantages were only those derived from the village school, and were, necessarily, of a limited character. His father having died when the son was only ten years old, the young lad was compelled to forego all further attendance at school, and, at the early age mentioned, began to earn his livelihood. After occupying a number of minor clerical positions, he commenced his long and eminently successful railroad career on the main line of State improvements Aug. 1, 1841, when he was appointed clerk to the collector of tolls at Columbia. From there he was, in 1847, transferred to the collector's office, at Philadelphia, as chief clerk. In 1850 he entered the service of the Pennsylvania Railroad Company as station-agent at Duncansville, the then western terminus of the road, from whence he was transferred to the Western Division as its superintendent. It was there he displayed that wonderful executive ability and indomitable energy which made him famous wherever American railroads are known. During Col. Scott's management of the road as general superintendent, many improvements were introduced, and the transportation facilities of the company greatly increased.

In 1860, William B. Foster, Jr., the vice-president of the company, died, and on the 4th of March Col. Scott was elected to succeed him

Col. Scott had displayed such rare executive capacity in the discharge of the various duties incident to his connection with the Pennsylvania Railroad that, at the outbreak of the Rebellion, Governor Curtin called him to his assistance, and placed him in charge of the transportation of troops rallying by thousands at the call of the President. Col. Scott in a few hours had constructed a telegraph line to the executive chamber in the capitol, and, seated at the instrument, directed the movement of trains bearing troops from the time they entered Pennsylvania until they left her borders. The system was perfect, and there was no delay until Mason and Dixon's line was reached.

Unfortunately, however, Maryland, and particularly Baltimore, was divided in sentiment on the issues involved in the contest, and the element sympathizing with the South soon determined to interrupt the passage of Northern troops to Washington. This feeling first exhibited itself in Baltimore by attacks on regiments passing through the city, and was followed soon after by the burning of the bridges on the Northern Central Railroad. This road had been relied upon by the government as the principal channel for receiving reinforcements from the North and West, and on the 22d of April, 1861, the Secretary of War had sent the following telegram to Col. Scott, at Harrisburg:

"DEAR SIR,—This department needs at this moment a man of great energy and decision, with experience as a railroad officer, to keep open and work the Northern Central Road from Harrisburg to Baltimore, for the purpose of bringing men and munitions to this point.

"You are to my mind the proper man for this occasion and this duty. Will you report to me to-morrow morning?

"Very respectfully,

"SIMON CAMERON,

"*Secretary of War.*"

To this Col. Scott replied that he was then serving on the staff of Governor Curtin, and could not, in the judgment of the Governor, be at that time spared from Harrisburg. He expressed himself willing to perform any duty required of him in the emergency, and if the Governor would relieve him he would go to Washington, or to any other point where he could be most useful.

The destruction of the Northern Central Railroad rendered it indispensable that some other channel of communication with Washington should be opened, and the repeated calls for Col. Scott's assistance in this work induced Governor Curtin to relieve him from duty at Harrisburg. In company with one or two friends he made his way, by private conveyance, through Maryland and Virginia, and reported for duty to the Secretary of War. He was instructed by that officer and the President to open a line, by way of Annapolis, to Philadelphia and the East and North. The following order was issued, dated the 27th of April, 1861:

"TO WHOM IT MAY CONCERN.

"Thomas A. Scott has been appointed to take charge of the railways and telegraphs between Washington City and Annapolis. Parties in charge thereof will place Mr. Scott in possession, and in future conform to his instructions in all matters pertaining to their management.

"SIMON CAMERON,

"*Secretary of War.*"

The Pennsylvania Railroad Company placed all its resources at the disposal of Col. Scott to accomplish the work he had undertaken,—a work upon which, in the judgment of the President and others in responsible positions, the safety of the national capital depended,—and, calling to his assistance men whom he knew as efficient railroad managers, he completed, in connection with Mr. Felton, president of the Philadelphia, Wilmington and Baltimore Railroad, as if by magic, a line by way of Perryville and Annapolis to Washington. President Lincoln took a deep interest in the opening of this line, and very soon after Col. Scott had demonstrated to him the practicability of constructing it, he met that gentleman and asked him how the work progressed. "The road is completed," replied the colonel. "Completed!" he exclaimed, in astonishment. "When may we expect troops over it?" "A train is already in with a regiment, and others are on the way," was the response. "Then, thank God! we are all right again!" ejaculated the President.

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Operating in a military capacity, in connection with the War Department, it was soon found essential that Col. Scott should possess military rank, and he was therefore mustered into the service of the United States, as colonel of the District of Columbia Volunteers, on the 3d of May, 1861. His name stands first upon the roll preserved in the War Department, and is followed by others that have since become historic. Following his appointment as colonel came an order extending his jurisdiction and powers, dated the 23d of May, as follows:

"TO ALL WHOM IT MAY CONCERN.

"Col. Thomas A. Scott has been appointed to take charge of all government railways and telegraphs, or those appropriated for government use.

"All instructions in relation to extending roads, or operating the same on government account, must emanate from his department.

"SIMON CAMERON,
"*Secretary of War.*"

Col. Scott continued to perform the duties required by this appointment until Aug. 1, 1861, when he was appointed Assistant Secretary of War,—being the first man ever appointed to that position. His wonderful faculty for the dispatch of business will be remembered by thousands who, during that exciting period, visited the War Department. He was never confused, never at a loss as to what to do or how to do it, and his courtesy to all who approached him made him many and lasting friends in all ranks of life.

While chaos was giving way to order in and around Washington, confusion prevailed in other fields of military operations, and on the 20th of January, 1862, Col. Scott was sent by the Secretary of War to various points in the West, with specific instructions looking to the organization, equipment, and transportation of various bodies of troops. In compliance with these instructions, Col. Scott visited all the points designated, organized thoroughly the means of transportation, and materially assisted the great States of the Northwest in preparing their volunteers for actual service. He returned to Washington on the 14th of March, 1862, having traveled near five thousand miles. Immediately after his return he went to Fortress Monroe to facilitate the movement of the Army of the Potomac, and on the 26th of March again proceeded to Cairo, under orders from the Secretary of War, to perfect the military transportation on the Western waters. He returned to the War Department in May, having traveled over ten thousand miles in three months in the performance of a vast amount of arduous official service.

On the 1st of June, 1862, Col. Scott resigned his position as assistant secretary, and in a letter of June 1st, addressed to Col. Scott, the great war secretary, Edwin M. Stanton, said,—

"In taking leave of you, in consequence of your resignation of the office of Assistant Secretary of War, it is proper for me to express my entire satisfaction with the manner in which you have discharged your duties during the whole period of our official relations. Those duties have been confidential and responsible, requiring energy, prudence, and discretion, and it gives me pleasure to say that to me you have proved to be, in every particular, an able and valuable assistant."

Having left the service of the United States government, Col. Scott resumed his duties as an officer of the Pennsylvania Railroad. But his abilities were of too great value to the War Department to permit of a permanent severance of his relations with it, and on the 24th of September, 1863, Mr. Stanton recalled him to his assistance, appointing him colonel and assistant quartermaster, and ordering him to report to Gen. Hooker for "special service" on his staff. The service performed by Col. Scott under this appointment consisted in forwarding Hooker's and Howard's corps to Chattanooga with wonderful rapidity. He connected railroads by improvised tracks, utilized the resources placed under his control, and poured almost a ceaseless stream of cars through half a dozen States, until nearly fifty thousand men, with their artillery, cavalry, and complete field equipment, were safely deposited where they were most needed. With this service his connection with the government terminated, and he again resumed his railroad duties. He had at no time severed his connection with the Pennsylvania Railroad, but had retained his position as vice-president during all the period of his absence, and it was with feelings of gratification that he returned to duties and associations dearer to him than any political honors.

Col. Scott remained in the position last named until the death of the president of the road, J. Edgar Thomson, on the 27th of May, 1874, soon after which date he was chosen to fill the vacancy. It was largely owing to his liberal and efficient direction of affairs that the Pennsylvania Railroad attained its present high position as one of the leading trunk lines of the country.

Col. Scott, although burdened with the multifarious duties incumbent upon him by reason of his position as the head of the Pennsylvania Company, was also heavily interested in various other railroads and kindred enterprises. Notably among these collateral interests was the Texas and Pacific Railroad, which, to Col. Scott, proved an extraordinary financial success.

In the discharge of the vast corporate duties imposed upon him, Col. Scott was eminently a man of system. His movements were rapid and far-reaching, yet thoroughly methodical. He was thus enabled to perform an almost incredible amount of arduous labor without serious difficulty. But finally the burdens became very onerous, and the mental and physical strain became intensified. At last, in the fall of 1878, acting upon the positive instructions of his physicians, he went abroad, with a view to the restoration of his impaired constitution. He never fully recovered, however, but continued in bad health, and on the 1st day of June, 1880, he resigned the presidency; finally, on the 21st day of May, 1881, his well-rounded and notable career was brought to a close by his death.

In 1851 the company established its offices for the

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THOMAS A. SCOTT

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use of the president, directors, and other officers at No. 70 Walnut Street, above Third, on the south side. In 1859 the Willing mansion and lot, at the southwest corner of Third Street and Willing's Alley, was secured for that purpose, and a magnificent building of drab sand there erected. After some years this building was found to be insufficient; a fine building, stately and excellent for the purpose intended, was erected at the southeast corner of Fourth Street and Willing's Alley, which has since been enlarged by the addition of adjoining buildings. In 1853 the company bought the lot bounded by Market, Thirteenth, and Juniper Streets, extending southward to an alley near Chestnut Street. Here an extensive range of one-story buildings were erected for a freight station, with connection with tracks on Juniper and Market Streets; after some years a freight station was established upon Market Street, between Fifteenth and Sixteenth, north side; and a very large one was built on the block of ground bounded by Walnut, Dock, and Water Streets, and Delaware Avenue.

In 1854 the company secured the building at the southeast corner of Eleventh and Market Streets, previously occupied as a depot by the Philadelphia, Wilmington and Baltimore Railroad Company, and established there its principal passenger station. In 1864 this building was abandoned, and a very plain passenger depot erected on the ground of the company at Thirtieth and Market Streets. This after some years' service gave way to a much finer building at Thirty-second and Market Streets. In 1880 the company bought the properties on the south side of Filbert Street, extending from Merrick [now Broad] Street out to Twenty-first, and erected there an elevated railroad constructed upon brick arches, and extending from Fifteenth Street. A very large and elegant passenger depot in the Gothic style, of brick, terra-cotta, and granite, was erected on Merrick Street. The first passenger train, a formal opening of the road, ran Feb. 16, 1881, and the first freight train May 3, 1881.

Upon the death of Col. Thomas A. Scott, Mr. George B. Roberts was elected to the presidency of the company. The high standard of efficiency which has always characterized the Pennsylvania Railroad has been maintained by Mr. Roberts during the term of his presidency. About the time that Mr. Roberts was elected to the presidency Mr. Edmund Smith was promoted to the first vice-presidency. Mr. Smith was born in Philadelphia in 1829, and entered the service of the company in the engineer department in June, 1847, and was engaged in the surveys and locations of the road until 1852, when he was transferred to Philadelphia to take charge of the building of stations and shops in the city. In 1855 he was elected secretary of the board of directors, and discharged the duties of that position until 1869, when he was elected third vice-president. During a part of the years 1873 and 1874 he was treasurer of the company. In 1874 he was elected second vice-president, which position he filled until promoted to his present place. For thirty-seven years he has been connected with the company, rising gradually by merit and the intelligent and faithful discharge of duty. He has been longer in the service of the company than any other of its officers. His duties for a number of years have been in the supervision of its finances. The long service of Vice-President Smith has made him familiar with all the details of the vast business of the road.

The Pennsylvania Railroad Company in 1862 leased for a period of nine hundred and ninety-nine years the Philadelphia and Erie Railroad. The track of the Pennsylvania Railroad had been doubled, a connecting link with the Delaware River below Philadelphia had been built, its depots enlarged, its curves straightened, its wooden bridges replaced by stone and iron structures, and modern improvements of every kind introduced. Steel rails began to be used in 1864, and their manufacture in this country encouraged, and improvements in their construction to adapt them to the climate and railroad system of the country introduced.

The importance of securing connecting lines west of Pittsburgh had engaged the attention of the management of the road from a very early period of its existence. The transit of the products of the Mississippi Valley had been diverted from Philadelphia to other cities, and over the roads of other States. The through trade and travel must be competed for if the Pennsylvania Railroad was to become more than a mere local road. To effect this end the system of aiding in the construction of lines west of Pittsburgh was begun, and continued until the Western connections of the road are most complete and extended, and its facilities for the expeditious and economic movements of passengers and freight are unsurpassed by any of its competitors.

The first of these Western roads to receive encouragement and assistance was the Pittsburgh, Fort Wayne and Chicago, which, running from the western terminus of the Pennsylvania Railroad at Pittsburgh to Chicago, the metropolis of the Northwest, was an essential link in the chain which was to bind together the Atlantic seaboard, the Mississippi Valley, and the Pacific Ocean. This road, after many difficulties, embarrassments, and even a suspension of work, was finally completed on the 25th of December, 1858, and a practical through line was then opened from Philadelphia to Chicago.

On the 7th of June, 1869, the Pittsburgh, Fort Wayne and Chicago Railroad was leased by the Pennsylvania Railroad for nine hundred and ninety-nine years. The lease embraced not only the main line, but also the Akron Branch, from Hudson and Millersburg, the New Castle and Beaver Railroad, the Lawrence Railroad, and the Massillon and Cleveland Railroad, as well as the Cleveland and Pittsburgh and the Indianapolis and St. Louis. The Pittsburgh

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and Steubensville Railroad was purchased at auction Nov. 6, 1867, by the Pennsylvania, which road, commonly called the "Pan Handle Road," was promptly finished, and its checkered and by no means agreeable financial history ended by its absorption by the Pennsylvania. From this purchase arose by consolidation the Pittsburgh, Cincinnati and St. Louis, of which the Pennsylvania owns a majority of the stock. The Pittsburgh, Cincinnati and St. Louis owns lines to Indianapolis, Chicago, and State Line. These roads had previously been consolidated under the title of the Columbus, Chicago and Indiana Central Railroad, and as such were leased by the Pittsburgh, Cincinnati and St. Louis Railroad on Feb. 1, 1869. The Cincinnati and Muskingum Railroad, sold and reorganized in 1869, is now operated in the same interest. The St. Louis, Vandalia and Terre Haute Railroad, leased by the Terre Haute and Indianapolis Railroad, is operated jointly in the interest of the latter company and the Pittsburgh, Cincinnati and St. Louis Railroad. This last-mentioned road secured by lease of the 1st of December, 1869, the Little Miami Railroad, and on the 24th of March, 1870, the Erie and Pittsburgh Railroad was leased for nine hundred and ninety-nine years, and the Cleveland and Pittsburgh for the same period on the 25th of October, 1871. A controlling interest was at this time obtained by the Pennsylvania Railroad in the Jeffersonville, Madison and Indianapolis Railroad, extending from Indianapolis to Louisville, Ky., with branches to Madison and Cambridge, Ky., which gave a control of the bridge over the Ohio at Louisville, and offered to the lines of the Pennsylvania a direct connection with the railroad system of the Southwest.

The Chartiers Railroad, extending from Mansfield, on the Pittsburgh, Cincinnati and St. Louis, to Washington, Pa., was completed in 1871, the Pennsylvania holding a majority of the stock. Control was also obtained over the Mansfield, Coldwater and Lake Michigan Railroad, and similar arrangements were effected with the Cairo and Vincennes Railroad for the purpose of obtaining access to the trade of Arkansas and Southwestern Texas upon the completion of the Cairo and Fulton and the International Railroads. The bridge over the Ohio at Cincinnati, completed April, 1872, was built by means furnished by the Pennsylvania, which owns a majority of the stock and all the bonds of the bridge company. In 1866 the connecting railroad from Mantua, near Philadelphia, to Frankford, on the Philadelphia and Trenton Railroad, was built for the purpose of decreasing the heavy cost of passing its New York and Eastern trade through Philadelphia. In 1871 the Pennsylvania Railroad effected the lease of the railways and canals of the United Companies of New Jersey for nine hundred and ninety-nine years, which, with the Philadelphia and Trenton Railroad, are now operated as a part of the through line between New York and Pittsburgh, under the title of the United Railroads of New Jersey, and are a division of the Pennsylvania. The lines leased are the Camden and Amboy Railroad and Transportation Company, incorporated Feb. 4, 1830; the Delaware and Raritan Canal Company, incorporated at the same time, and which, in 1831, was consolidated with the Camden and Amboy Railroad Company; the New Jersey Railroad and Transportation Company, incorporated on the 7th of March, 1832; and the Belvidere Delaware Railroad Company, incorporated March 2, 1836. These companies were authorized to consolidate their capital stock, or to consolidate with any other railroad or canal company or companies in New Jersey or otherwise, with which they are or may be identified in interest, or whose work shall form with their own continuous or connected lines; or make such other arrangements for connection or consolidation of business with any such company or companies, by agreement, contract, lease, or otherwise, as their directors may deem expedient. It was under these general powers that the above-mentioned lines were leased to the Pennsylvania Railroad. A connection with the Southern Atlantic States through Baltimore and Washington was acquired by the purchase of a controlling interest in the Northern Central Railway Company, which had its origin by a charter from the Maryland Legislature, under the title of the Baltimore and Susquehanna Railroad Company, on the 13th of February, 1838. In 1854, the Northern Central Railway Company was formed by the consolidation of various roads forming a line to Harrisburg, Pa. The control of the Northern Central opened to the Pennsylvania Railroad an outlet at Baltimore, and made possible an important connection with Washington City, which was realized in 1866, by means of the Baltimore and Potomac Railroad, an incomplete line which had been incorporated in 1833. Under the authority thus obtained the line to Washington City was opened in 1873, the connection in Baltimore being by means of a tunnel under nearly the whole length of the northern portion of the city.

In 1881 the Pennsylvania Railroad Company purchased a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad Company. This latter company was the result of a consolidation, Feb. 5, 1838, of the Philadelphia and Delaware County Railroad, chartered by Pennsylvania, April 2, 1831, the Wilmington and Susquehanna Railroad, chartered by Delaware, Jan. 18, 1832, the Delaware and Maryland, chartered by Maryland, March 14, 1832, and the Baltimore and Port Deposit Railroad, chartered March 7, 1832. The line was completed in 1837, and the viaduct over the Schuylkill in 1838. The Southern Division forms a link between the main line and the Delaware Railroad, and originally consisted of the New Castle and Frenchtown Railroad, chartered Feb. 7, 1829, and opened in 1832, and the New Castle and Wilmington, chartered Feb. 19, 1839, and opened in 1834. Both of these roads were purchased—the first in 1840 and the latter in 1876—

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Edmund Smith

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by the Philadelphia, Wilmington and Baltimore. The West Chester and Philadelphia and the Philadelphia and Baltimore Central Railroads, both practically owned by the Philadelphia, Wilmington and Baltimore, were consolidated in 1881, and passed with the latter road into the possession of the Pennsylvania. By this purchase another line to Baltimore and the South Atlantic was assured to the Pennsylvania.

Thus extended East, West, South, and North, the Pennsylvania Railroad Company has under its control lines of communication with outlets at New York, Philadelphia, Baltimore, and Washington in the East; Chicago, Erie, Cleveland, Toledo, on the Lakes; St. Louis and the cities on the Mississippi; Louisville and the Southwest; Richmond and the South Atlantic; while running arrangements with other lines open to it the trade and traffic of every State and section of the Union, and carry its splendid equipments to the Pacific Ocean at San Francisco. For the better management of the vast extensions of this great corporation, and for a more harmonious control of its connecting leased lines, the Pennsylvania Company was incorporated, to which all lines west of Pittsburgh, with a single exception, were transferred on the 1st of March, 1887. The capital of the Pennsylvania Company was fixed at twelve millions of dollars, the Pennsylvania Railroad Company receiving eight millions of dollars, which fully covers the cost of all lines and leases transferred, with interest up to the date of transfer. This sum is preferred six per cent. stock, and participates in all profits of the company above six per cent. Other lines of railroad have been leased by the Pennsylvania Company, which have become feeders of the Pennsylvania Railroad Company. The Junction Railroad, from Gray's Ferry to Belmont, a distance of three and one-half miles, double track, connects the Philadelphia, Wilmington and Baltimore Railroad with the Pennsylvania. By means of this link the whole system of the Pennsylvania Railroad is connected,—its North and South line with its East and West line.

Baltimore and Ohio Railroad.—While the Baltimore and Ohio Railroad properly belongs to the history of another city, yet the active construction of another outlet for the trade, commerce, and manufactures of Philadelphia with the West and Southwest, now in progress by the Baltimore and Ohio Railroad, will, when completed, render that great corporation also a part of the facilities of transportation of the city of Philadelphia. With the completion of the Philadelphia Branch of the Baltimore and Ohio Railroad, another great trunk line of transportation will connect this city with the South, Southwest, West, and Northwest.

The value of the transportation, both of passengers and freight, which this city offers to railroads, is attested by the fact that the Baltimore and Ohio Railroad Company finds that its interest will be promoted by constructing a competing line of railroad between Baltimore and Philadelphia, and onward to New York City.

The principal cause which led to the construction by the Baltimore and Ohio Railroad Company of an independent line from Baltimore to New York, through the city of Philadelphia, grew out of troubles, difficulties, and embarrassments which, in 1880, were interposed by the Pennsylvania Railroad to traffic facilities to the Baltimore and Ohio over the Junction Railroad at Philadelphia. The obstruction to free use of that connecting link between the railroads north and east of Philadelphia with the only line, the Philadelphia, Wilmington and Baltimore, to Baltimore, led to the formation by Robert Garrett, first vice-president of the Baltimore and Ohio Railroad Company, of a syndicate for the purpose of purchasing a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad Company. The New Jersey Central, through its vice-president, Mr. Haven, and Robert Garrett, of the Baltimore and Ohio Railroad Company, were the active parties in that syndicate, by which, in February, 1881, it was announced that a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad Company had been secured from Director N. P. Thayer, of Boston, where eighty-five per cent. of the stock of that company was held. This stock had been sold by Mr. Thayer to the syndicate at seventy dollars a share. The Pennsylvania Railroad immediately authorized Kidder, Peabody & Co. to offer a larger figure for the stock than that at which Mr. Thayer had contracted to deliver it to the representatives of the Baltimore and Ohio syndicate. A stop was thus immediately put to Mr. Thayer's delivery of stock, and a committee of stockholders, already appointed, was able very soon to offer to Kidder, Peabody & Co. more than one-half of all the stock of the Philadelphia, Wilmington and Baltimore Railroad Company at eighty dollars per share, which was accepted by the Pennsylvania Railroad Company. At the annual meeting of the stockholders of the Pennsylvania Railroad Company on July 2, 1881, the purchase of the stock of the Philadelphia, Wilmington and Baltimore Railroad Company was announced by President Roberts, and the stockholders immediately ratified his action, and authorized the issue of four hundred thousand shares of new stock, from the sale of which the requisite funds were supplied to complete the purchase. The total amount of the purchase was $16,675,692, of which $14,949,052 went to the Boston stockholders, and the remainder to stockholders residing in Philadelphia and elsewhere.

The possession, thus obtained, of the Philadelphia, Wilmington and Baltimore Railroad Company, by the Pennsylvania Railroad Company, carried with it the virtual ownership of the Philadelphia and Baltimore Central Railroad Company from Lamokin Junction to Octoraro, Md.; the Chester Railroad Company, from Lamokin to West Chester; and the West Chester

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and Philadelphia, and cut the Baltimore and Ohio Railroad Company off from all connection with Philadelphia and New York over existing railroads, except upon the terms and conditions exacted by the Pennsylvania Railroad Company. These were of such character as were not satisfactory to the independent enterprise of Robert Garrett, whose sagacity had planned and almost secured the possession of the control of the Philadelphia, Wilmington and Baltimore to Philadelphia, and of the Bound Brook road to New York City. Thus temporarily defeated, Mr. Garrett was by no means dismayed, and immediately set to work influences and forces to complete the construction of an independent railroad, wholly under the control of the Baltimore and Ohio, from Baltimore to Philadelphia, from which he already had the control of a connection with New York *via* the Bound Brook road.

Connection with Philadelphia and New York by the Baltimore and Ohio road was not regarded by some of the leading merchants of Baltimore as altogether desirable. Some of them felt and expressed apprehensions that the securing of an independent line to New York and Philadelphia would deprive Baltimore of the advantages secured to it by its shorter line to the West and the differential rates of freight which that shorter line had secured in favor of Baltimore. The contest over differential rates began in 1869, and after the war of rates in 1870 the Baltimore and Ohio Railroad Company succeeded in securing a recognition of their rights to transport products to and from Baltimore at a less rate than the New York lines carried like products from the city of New York to and from the same points in the West. The rate controversy was renewed in 1875, by the New York lines, asserting again that the rates from Western points to all seaboard cities should be the same, without regard to distance; and again the Baltimore and Ohio Railroad Company was forced to sacrifice its revenues in an effort to maintain the principle that it would carry to and from Baltimore at less rates than the New York lines carried to and from the city of New York, or, in other words, that distance from the seaboard should have a determining effect in fixing the rate to be charged for the transportation of freight; and again in 1876 the same controversy was renewed; and as late as 1882, William H. Vanderbilt began another fight against the principle of distance and charge, so often asserted and maintained by the Baltimore and Ohio Railroad Company. Out of that last controversy grew the advisory board, composed of three of the ablest railroad men in the country, whose decision on "differential rates" was in favor of the principle contended for by the Baltimore and Ohio Railroad Company.

The actual difference in freight charges for which the Baltimore and Ohio Railroad Company contended amounted to sixty cents per ton on fourth-class freight, and $1.60 per ton on first- and second-class freights, in favor of Baltimore as against New York. Small as these amounts may seem, they involved a great principle which underlies the whole schedule of freight charges,—that the distance over which merchandise is transported should govern the cost of transportation; the management of the New York lines contending that equal rates, without regard to distance, should be charged by all the great trunk lines between the East and West. In all the rate wars, the Baltimore and Ohio Railroad Company has boldly gone into the territory of its rivals, and, reducing the rates, has drawn traffic therefrom as a means of bringing its rivals to terms, and for the better accomplishment of its ends, has been compelled at times to put on an outside line of steamers from Baltimore to New York, because it did not own an independent line to New York. Philadelphia as well as Baltimore is interested in the principle contended for and maintained by the Baltimore and Ohio Railroad Company. Everything that lessens the cost of transportation reacts to the benefit of trade and commerce, promotes the business of merchants, and prospers that of cities and *entrepôts*. Hence with its own independent line from New York and from Philadelphia it will be able to go into each of those cities upon an equality with its competitors, and bringing to the trade of those cities another competing line, conducted on the principle that distance and charge of transportation shall bear their proper ratio of cost, will afford greater facilities of transportation than exist at present, and be an ever-threatening power of defense against the pretensions of New York railroads to lay down the law of transportation for all seaboard cities.

The Baltimore and Ohio Railroad Company, under the management of its first vice-president, Robert Garrett, who has virtually succeeded his father, John W. Garrett, the president of the road, has boldly met every encroachment upon either its own business or upon the trade of the city of Baltimore. It has positively refused to accept the law of transportation from New York lines, and has not hesitated at any sacrifice of temporary prosperity for the greater benefit of managing its own affairs by its own experience and knowledge. This firmness and independence is not likely to be abated under the boldness and courage of Robert Garrett, should he come to stand in the place of his illustrious father. The trade of Philadelphia with the West, South, and Southwest cannot be injured by another connection managed by men who have positive convictions of railroad duty and management, accompanied with the courage of those convictions, and who will not be intimidated, controlled, or cajoled by any railroad influence or authority. Such management of railroad interest cannot but prove beneficial to the business prosperity of any city with which it may be connected.

The success won by the Baltimore and Ohio Railroad Company in maintaining its position on the

question of rates was mainly due to its small cash capital and its immense surplus fund, amounting to nearly fifty million dollars, against the large *watered* capital of its New York competitors. This positive factor of strength was aided by its conservative policy and its geographical position. But that success was not won without immense sacrifice of revenue, made not only in its own defense, but also in the best interest of the public, and which might have been lessened by the ownership of an independent line to Philadelphia and New York.

The interest taken in Philadelphia in the connecting line between this city and the Baltimore and Ohio Railroad Company is shown by the fact that a syndicate, composed of the most astute business men in this city, made a proposition to the Baltimore and Ohio Railroad Company to build the road between Baltimore and Philadelphia, and that William H. Vanderbilt offered to furnish the money to build it, and actually acquired part ownership in the Delaware and Western line, looking to the construction of the new line between Philadelphia and Baltimore. When these propositions were made Mr. Vanderbilt "believed the territory would be occupied, and that the line would be a paying one, and that in promoting its construction he was seeking a good investment purely."

This new line, upon completion, will secure a percentage of west-bound freight out of Philadelphia, as well as open to that city a competition with Baltimore for the productions of all the territory permeated by the Baltimore and Ohio Railroad and its connections.

As a trade centre, Philadelphia requires all possible avenues of communication with the producing and consuming sections of the country. The annual value of her manufactures alone amounts to nearly five hundred millions of dollars; the volume of her internal trade is immense; her commerce, already growing, will still further expand, when the Federal government shall awake to the necessity of building anew the shipping interests of the whole country, and all these interests will be promoted and encouraged by this new line of railroad connection with the West, Southwest, and Northwest.

Omnibus Lines.—As Philadelphia grew in population, her citizens demanded quick, regular, and cheap conveyance from the business centres to the outskirts of the city. This demand, as early as 1831, was felt and recognized as a means of profit, and hence the omnibus became the public conveyance for business men, laboring men, and all classes of society. The first of this mode of conveyance in the city was the "Boxall," which was started by James Boxall, Dec. 7, 1831, as will be seen by the following advertisement:

"CHESTNUT STREET HOURLY.
STAGE-COACH
will commence running on Wednesday, the 7th of December, 1831.

"JAMES BOXALL, having been requested by several gentlemen to run an hourly stage-coach for the accommodation of the inhabitants of Chestnut Street, to and from the lower part of the city, begs to inform the citizens generally that he has provided a superior new coach, harness and good horses, for that purpose. Comfort, warmth, and neatness have in every respect been peculiarly studied.

"This conveyance will start from Schuylkill-seventh and Chestnut streets every morning (Sundays excepted) at 8.30 o'clock, every hour until 4.30 in the afternoon, down Chestnut street to the Merchants' Coffee-House in Second street; and return from the Coffee-House at 9 o'clock, and every hour until 5 in the evening. This accommodation will be conducted and driven solely by the proprietor, who hopes to merit patronage and support.

"Fare each way, 10 cents; or tickets may be had of the proprietor at twelve for one dollar.

"JAMES BOXALL."

James Boxall was an innkeeper at the Upper Ferry bridge (Callowhill Street), and his "stage-coach" was like a chariot. It had about four or six seats running from side to side, and was well set up on its wheels, showing a broad back. It was painted a rich dark-green color, and access into it was obtained by iron steps at the side. It was called "Boxall's Accommodation," and bore upon the back the words, in gilt letters, "Fairmount Observatory," in allusion to a request from the American Philosophical Society, which at that time proposed to erect at Fairmount an astronomical observatory. "Boxall's Accommodation" had a short life.

The first omnibus line in this city was established in 1833. The first omnibus was called the "Jim Crow," after Thomas D. Rice, the famous minstrel, whose picture was painted in the panels on each side of the coach. The name was afterward changed to "Cinderella." It was a square coach, much like the style of omnibuses yet seen in the city.

The earliest omnibus line was established between the navy-yard and Kensington, running from the latter, by way of Second Street, to Deschamps' Hotel, on Beach Street, near Shackamaxon, every hour. The fare was twelve and a half cents. This line afterward increased rapidly, and there were many coaches. Deschamps died at an early period in omnibus history. His widow, due reverence of mourning paid, married Joseph Glenat, a Frenchman, and a man of considerable capacity and enterprise. He had been in partnership with Deschamps. The line of Deschamps & Glenat became Glenat's line, an extensive establishment with many coaches, which not only ran upon Second Street, but upon other routes. The second line established was from the Merchants' Coffee-House, on Second Street, out Chestnut to Beach Street, near the Schuylkill, and down the latter to Walnut, and return over the same route. The first coaches were the "William Penn," "Benjamin Franklin," "Stephen Girard," and "Independence." The coaches were queer. They were built of the shape of the Troy mail-coach, drawn out to the width of twelve or fifteen feet, and could hold ten passengers on each side. Access was obtained by clumsy steps in the rear. It has been asserted that this line was established by James Reeside, the famous contractor for carrying the United States mails, well known all over the country as Admiral Reeside. Evans & Caldwell soon succeeded on the Chestnut

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Street line. In time the long, narrow "shad-belly" coaches were succeeded by square-shaped omnibuses, some of which were gorgeously adorned with paintings and gilding. The "Nonesuch" and "Nonpareil" were of this character. The Chestnut Street line was ready to maintain a quarter-hour service in July. The success of the coaches was immediate, and citizens generally clamored for like accommodations on other routes. In August there were three lines in operation,—between the navy-yard and Kensington, Delaware and Schuylkill on Chestnut Street, and from the Coffee-House (on Second Street) to the depot of the Columbia Railroad, at Broad and Vine Streets. "Thus," said Poulson, "by purchasing a season-ticket the citizen who rides four times a day incurs an expense of little more than one penny for each ride."

The subscribers were the main support of the omnibus lines. They gave the proprietor a sufficient guarantee of paying expenses. The chance riders at ten and twelve and a half cents each made up the profits. Meetings were held in various places of citizens in favor of the establishment of omnibus lines. One at the Bull's Head Tavern, Sixth and Callowhill Streets, in July, advocated the establishment of a line from the Coffee-House up Second to Arch Street, up Arch to Sixth, up Sixth to Buttonwood, up Buttonwood to John [Marshall], up John to Spring Garden Street (which had not at that time been opened to Sixth), and out Spring Garden Street to the Germantown Railroad Depot, at Ninth and Green Streets. Other routes were afterward established upon all the principal streets. The fare came down to six cents and in some cases to five, four, and three cents where there was opposition, and for twenty-three years these vehicles were the only convenient and accessible means of local travel.

City Passenger Railways.—As soon as the Northern Liberty and Penn Township Railroad was finished and there was connection by the Columbia Railroad as far west as the Peter's Island bridge, passenger cars for local travel were placed thereon. The cars ran from Third and Willow Streets, and were drawn by horses to Fairmount, Fountain Green, and Mount Pleasant, near to the bridge, and returned the same way. Subsequently pleasure cars, drawn by horses, were run from the Exchange by the Third, Broad, and Market Streets routes, to Peter's Island, and sometimes by way of Market and South Broad Streets to the Philadelphia, Wilmington and Baltimore Railroad Depot, at Washington Street, and along the tracks of the latter to Gray's Ferry. At a later period the tracks were brought up Swanson Street to South, near the Delaware River, and the Southwark Railroad ran horse-cars from that terminus to Washington Street, and along the same, by way of the Baltimore Railroad tracks, to Gray's Ferry, and sometimes by way of Broad Street Railroad to Fairmount. These cars were forerunners of the modern passenger railway cars. The latter were introduced about 1857, in a peculiar way. The Philadelphia and Delaware River Railroad Company was incorporated April 4, 1854, with authority to construct a railroad, beginning at a point north of Cherry Street, Kensington, in the county of Philadelphia. Thence through the eastern part of Montgomery County by way of Pennypack Creek (in Philadelphia County), to the village of Hatborough, and thence by way of New Hope to Easton, Northampton County. It was to be a steam road operated by locomotives. The enterprise was not successful in the manner intended. The incorporation of the Philadelphia, Easton and Water Gap Company, in 1852, gave to that corporation an advantage which was more important by reason of the large municipal subscriptions which the projectors were able to obtain. There was little chance for the Delaware River road to Easton. The parties interested were therefore constrained to look out for some new opportunity. They conceived the idea that a tramway upon the same plan as had been previously tried in the city of New York would offer a fruitful local field for cultivation. Accordingly, on the 9th of June, 1857, a supplement was passed to the original act of incorporation which gave the company a right—

"to extend their road southerly from its present terminus at Sixth and Cherry Streets, Kensington. Along the former street to Morris Street, in Southwark, with a single track; thence easterly along the same to Fifth Street; thence northerly along the latter street to the aforesaid Cherry Street, with the privilege of occupying Germantown road from its intersection with Fifth Street, until the said Fifth Street shall be declared open: *Provided*, That the said road shall be used exclusively for a city passenger railway by horse locomotion: *Provided further*, That the gauge of the said road shall be five feet two inches, and that before the said company shall use and occupy the said street, the consent of the Councils of the city of Philadelphia shall be first given, and said consent shall be taken, and deemed to be given, if the said Council shall not within thirty days of the passage of this act, by ordinance duly passed, signify their disapproval thereof; and said Councils may from time to time, by ordinance, establish such regulations in regard to said railway as may be required for the paving, repaving, grading, culverting, and laying of water-pipes in and along said streets, and to prevent obstructions thereon."

This consent was given by ordinance passed on the 7th of July, 1857. By act of April 8, 1858, the company was given a right to cross with their tracks the Philadelphia and Reading Railroad at Frankford Avenue at grade, and level with the Reading Railroad tracks. Under this authority the railroad was extended to Frankford, and by act of May 16, 1861, the title of the company was changed to the Frankford and Southwark City Passenger Railroad Company. By subsequent acts of Assembly the routes of the company have been greatly extended. In accordance with the permission given, the company proceeded to lay its tracks on Fifth and Sixth Streets, and to Frankford, and commenced operations by running the first car on the 21st of January, 1858. The shape of the car was not substantially different from those placed afterward and still in use by all the city passenger railways. They were drawn by two horses. There was a driver, and a conductor to take the fares.

The fare originally was five cents for any distance upon any street between Cherry and Morris Streets. It may also be said in this connection that, after cross-roads were established, a system of "exchange ticket" was devised, by which passengers might be transferred from the Frankford and Southwark roads to the cross-roads, and from those roads to the Frankford and Southwark. The rate for an exchange ticket was seven cents, which carried the passenger on both roads for that sum. About the time the war of the Rebellion broke out, "in consequence of the high price of horse feed," it was said, the single fare was increased to seven cents and exchange tickets to nine cents, and, at a still later period, the single fares were reduced to six cents. In later years the Union Passenger Railway Company, which extended like an X from Kensington on one line over to Washington Street and Broad, at the Baltimore Depot, and, on the other branch, from the old navy-yard, at Front Street, to Fairmount, by consolidation with or lease of several other roads, established a system of transfers, by which the passenger could be taken for one fare to any point on the branch routes, and eventually might be transferred to the cars upon the leased routes at proper junctions. About 1882 the Lombard and South Street Passenger Railway and Spruce and Pine Street Companies broke off from the six-cent fare, and established a five-cent fare, a measure which seems to be to their benefit, although it has excluded them from the privilege of exchanges with the six-cent roads. The Ridge Avenue Company established also a limited five-cent fare, by selling tickets five for a quarter-dollar, the chance passenger not supplied with a ticket being still charged six cents.

The success of the Frankford and Southwark road was so great that the establishment of similar passenger railways on other streets became an object of great interest to speculative persons. A large number of railway companies were projected, and the Legislature was very liberal.

No man in Pennsylvania was more closely identified with its works of internal improvement than Coffin Colket, who died April 5, 1883. At the time of his death he was president of the Philadelphia City Passenger Railway (from January, 1867), of the Philadelphia, Germantown and Norristown Railroad Company (from Jan. 10, 1867), and of the Chestnut Hill Railroad Company. He was also a director in the City National Bank and the Northern Savings-Fund. In the latter company he was also one of its thirteen incorporators (June 14, 1871). Beside holding the various important trusts, he has served as a director in the following corporations: Morris Canal Company, Tioga Improvement Company, Long Island Railroad (afterward president), North Pennsylvania Railroad (elected Jan. 23, 1856), Fremont Coal Company (afterward president), Penn Township Bank, Township Line Turnpike Company, Citizens' Passenger Railway Company (Tenth and Eleventh Streets—elected May 11, 1858), City Bank (elected Nov. 19, 1860), Philadelphia and Darby Railroad Company (elected January, 1867), Plymouth Railroad Company (elected Dec. 12, 1867), Green and Coates Streets Passenger Railway Company, and president of the Chestnut Hill Railroad (elected Jan. 12, 1852). This road was completed and leased to the Philadelphia, Germantown and Norristown Railroad Company March 17, 1852.

Coffin Colket was the son of Peter and Phœbe (*née* Hamilton) Colcord, and was born at Epping, N. H., Oct. 15, 1809. He was a descendant of Edward Colcord, who came to America from England some time before the year 1638, as his name appears as one of the first settlers of Exeter, which place was settled in that year. The name Colcord was changed to Colket. In 1829, Coffin Colket left his home, and, traveling to Baltimore, worked on the bridge over the Patapsco River, on the Baltimore and Ohio Railroad, and in laying track from Harper's Ferry to Martinsburg, until 1831. In 1831–32 he was at work on the New Castle and Frenchtown Railroad, but the road being finished shortly after his arrival, he came to Philadelphia and obtained contracts for laying the granite blocks and edge rails on two sections of the Eastern Division of the State road (Columbia and Philadelphia Railroad), between Philadelphia and Lancaster. About this time he became acquainted with John O. Stearns, with whom he formed a partnership, under the firm-name of Colket & Stearns, a connection which lasted a number of years. Among their first contracts was one with the Philadelphia, Germantown and Norristown Railroad Company. Among other roads on which they had contracts may be mentioned the Philadelphia and Trenton Railroad, Rensselaer and Saratoga Railroad, and Central Railroad of New Jersey (then the Elizabethtown and Somerville Railroad). In regard to the latter, the original road, which extended from Elizabethport to Somerville, a distance of twenty-two miles, was built by them at different periods between the years 1834–42, at a cost of $431,414.75. Afterward it was leased to and run by them. Still later, in 1846, when the embarrassments of the company led to a foreclosure, the road was bought in by them, and a new company organized, of which Mr. Colket was elected a director. In 1833–34 he laid a double track for the Northern Liberties and Penn Township Railroad, and for the Southwark Railroad, on Washington Avenue, from Broad Street to the Delaware River. He made a contract with the Rensselaer and Saratoga Railroad, Feb. 17, 1835, to lay "all that part of their track between the southern extremity of the road, in Troy, and the bridge which crosses the Champlain Canal at or near the borough of Mechanicsville," a distance of thirteen miles. The price received was $8604.93.

In 1836 they obtained contracts on the Norristown and Valley Railroad and Philadelphia and Trenton Railroad. On the former road they had the contracts

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for grading one section (in Tredyffrin township, Chester Co.), for the masonry and the excavation of foundations on seven sections, for supplying all the crossties, and laying the whole track. This road (now known as the Chester Valley Railroad) is controlled by the Philadelphia and Reading Railroad Company, and runs from Bridgeport to Downingtown, a distance of twenty-one and a half miles. The contract on the Philadelphia and Trenton Railroad was for grading a portion of it and supplying twelve miles of superstructure, the latter, however, being finished in 1834. On the Philadelphia, Wilmington and Baltimore Railroad, in 1837, Colket & Stearns had their largest contract. It included "76,631 cubic yards of excavation, 58,913 cubic yards of embankments, 13,540 perches of stone-masonry, and under it they delivered the material and constructed six lattice bridges and laid twenty-six miles of railway, for which they have received $96,154.44." The whole contract was completed within six months, which was considered remarkably quick time for those days. About this time they built the West Philadelphia Railroad, and the Market Street Railroad for the city. The tracks of the last two roads have since been removed. Jan. 10, 1839, a contract was signed with the Tioga Navigation Company (now the Tioga Railroad) to lay a single track between Blossburg, in Tioga County, Pa., and Lawrenceville, at the State line (New York), a distance of twenty-six miles, at $1000 per mile, and on the same date a contract was signed with the Tioga Coal, Iron, Mining and Manufacturing Company (now the Blossburg and Corning Railroad) to lay a single track between Lawrenceville, Pa., and Corning, N. Y., fourteen miles. These roads were finished the same year. The Blossburg and Corning Railroad was rebuilt in 1852. In 1840, Mr. Colket built the road from Plainfield, N. J., to Bound Brook, now forming a part of the Central Railroad of New Jersey. In 1841–42 he had a contract on the Baltimore and Ohio Railroad. In 1857 he entered into a large contract at Painted Post, N. Y., to cut the timber from 5818 acres, a contract he immediately sublet, and which turned out very satisfactorily for all concerned.

Mr. Colket married, March 21, 1839, Mary Pennypacker Walker, daughter of William and Sarah Walker, of Tredyffrin township, Chester Co., Pa. Miss Walker was a descendant of Louis Walker, who came to this country from Wales in 1687. Thrown entirely on his own resources at an early age, with neither friends nor money to assist him, Mr. Colket made a name for himself as an upright, conscientious, and successful business man. Among many letters of recommendation received by him from prominent engineers and railroad men,—such J. Edgar Thomson, John C. Trautwine, Henry R. Campbell, and others,—the following is given as a sample. It is taken from a letter to the "President and Directors of the Tioga Railroad Company," and is dated Feb. 13, 1838. After briefly stating the contract of Colket & Stearns on the Philadelphia, Wilmington and Baltimore Railroad, the letter reads as follows:

"To their untiring energy the Directors of the Philadelphia, Wilmington, and Baltimore Railroad Company are indebted for the early completion of their works. And we are satisfied by their past labors of their ability to faithfully perform any contract they may conclude with your company, and we shall be gratified if the slight notice of their worth can secure to them your favorable regard.

"Very respectfully yours,

(Signed) "M. Newkirk, *President Philadelphia, Wilmington and Baltimore Railroad Company.*

"Aubrey H. Smith, *Treasurer.*

"S. Wilson Wallace, *Secretary.*"

The following are the dates of charters of the various passenger railway companies, with their titles, as well as by the names commonly given them by the public:

Frankford and Southwark, Philadelphia City Passenger Railroad Company (Fifth and Sixth Streets), April 4, 1854, and March 12, 1856.

Philadelphia and Gray's Ferry Passenger Railroad Company (Spruce and Pine), April 9, 1858.

Second and Third Streets Passenger Railway Company, April 10, 1858.

North Branch Passenger Railway Company of the City of Philadelphia (Fifteenth and Sixteenth), April 10, 1858.[1]

Fairmount Passenger Railway Company (Race and Vine), April 13, 1858.

North Philadelphia Plank-Road Company, incorporated March 29, 1852 (Schuylkill Sixth Street and Germantown). Passenger railway rights granted by act of April 9, 1858.[2]

Citizens' Passenger Railway Company (Tenth and Eleventh), March 25, 1858.

Fairmount and Arch Street Passenger Railway Company (Arch Street), April 16, 1858.

Girard College Passenger Railway Company (Ridge Avenue), April 15, 1858.

Green and Coates Streets Passenger Railway Company, April 21, 1858.

Germantown Passenger Railway Company (Fourth and Eighth), April 21, 1858.

Hestonville, Mantua and Fairmount Passenger Railroad Company (Bridge Street [now Spring Garden] and Lancaster Avenue), April 6, 1859.

Philadelphia and Darby Railroad Company (Woodland Avenue), April 28, 1857.[3]

[1] This company was incorporated with power to lay tracks on Fifteenth Street from Chestnut north to Vine Street, along Vine to Sixteenth, and down Sixteenth to Walnut, with power "to connect with any passenger railway now constructed, or hereafter to be constructed, so as to give the said company a complete route from Fairmount to the Exchange." Also to have power to convey passengers over the said route to and from Fairmount to the Exchange. This privilege would have given authority to run the cars of the company over other passenger railways between the Exchange and Fairmount, and to interfere with the business which would have resulted to the other companies. There was a provision in the charter that the other companies should agree as to the compensation to be paid, but when the North Branch company came to make overtures the other roads refused to make any agreement, not being willing to share their custom with the projectors of this short line. The law was appealed to, and the decision was against the North Branch Company; consequently the speculation turned out to be a failure, and the tracks laid down on Fifteenth and Sixteenth Streets were abandoned.

[2] This company, originally chartered as a plank-road company, never went into operation as a passenger railway company. It was given passenger railway privileges by act of April 9, 1858, and the name changed to the Central Passenger Railway Company of the City of Philadelphia by act of March 14, 1863.

[3] This was originally chartered with authority to operate a railroad by steam between Darby and the river Schuylkill, but southeast of the Philadelphia and Chester post-road. At the option of the company, a passenger railway might be constructed instead on the line of the Darby turnpike or plank road.

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West Philadelphia Passenger Railway Company (Market Street), May 14, 1857.

Philadelphia City Passenger Railway Company (Chestnut and Walnut), March 26, 1859.

Richmond and Schuylkill Passenger Railway Company (Girard Avenue), March 26, 1859.

Ridge Avenue and Manayunk Passenger Railroad Company (Ridge Avenue, from Girard Avenue to Manayunk), March 28, 1859.

Seventeenth and Nineteenth Streets Passenger Railway Company, April 12, 1859.

Thirteenth and Fifteenth Streets Passenger Railway Company of the City of Philadelphia (Thirteenth and Fifteenth), April 8, 1859.

Lombard and South Streets Passenger Railway Company (Lombard and South), May 16, 1861.

Navy-Yard, Broad Street and Fairmount Railway Company, May 16, 1861.[1]

Philadelphia and Olney Railroad Company, April 1, 1859.[2]

Frankford and Philadelphia Passenger Railway Company of the City of Philadelphia, April 10, 1862.[3]

Frankford and Holmesburg Railroad Company, July 8, 1863.

Union Passenger Railway Company of Philadelphia (Seventh and Ninth), April 8, 1864.

Wissahickon, Roxborough and Plymouth Railroad Company, April 8, 1862, and April 12, 1866.

Schuylkill River Passenger Railway Company (Twenty-second and Twenty-third), April 16, 1866.

Empire Passenger Railway Company (Twelfth and Sixteenth), Feb. 10, 1869.

Continental Passenger Railway Company (Eighteenth and Twentieth), Sept. 8, 1873.

People's Passenger Railway Company (Callowhill Street), April 15, 1873.

West End Passenger Railway Company (West Philadelphia) April 15, 1873.

Lehigh Avenue Railway Company, Dec. 18, 1873.

The passage of so many railway charters required the attention of Councils in order to preserve the rights of the city. A general ordinance regulating passenger railway companies was passed April 11, 1858, and established a code by which those companies have been bound ever since. There was haste in getting into operation with a majority of the first companies incorporated. Cars commenced running on the Market Street road to Eighth Street in July, 1858, on the Tenth and Eleventh Street road, July 29th, Race and Vine Street, September 8th, and Spruce and Pine Street, December 4th, in the same year. The cars on the railways did not run on Sunday for several years. Efforts made by the Green and Coates Streets Company led to a lawsuit, and a decision against the companies by the Court of Common Pleas (case of Commonwealth *vs.* Jeandell) that the running of a railway car on Sunday was a breach of the peace. Some years afterward the Union Line put mail-boxes in their cars and ran them on Sunday, under the claim that they were engaged in the United States mail service, and could not be stopped legally. This led to further proceedings and a decision about 1867, in the case of Sparhawk and others against the Union Passenger Railway Company, that the running of a passenger railway car on Sunday was not a breach of the peace. Upon this favorable decision all the railroads ran cars on their tracks on Sunday, and they have continued without interference ever since.

Another of the representative men of Philadelphia, and a large stockholder in the city passenger railways of this city, is Charles J. Harrah. After Mr. Harrah returned home from Brazil, where he spent several years of his life engaged in active business, he invested largely in the stock of the People's Passenger Railway Company and became its president, a position which he now holds. He is also a director of the Independence National Bank, which institution he assisted to organize, and is a director in the Winifrede Coal Company, of West Virginia. Mr. Harrah was born in Philadelphia, Jan. 1, 1817. His educational advantages were of the most meagre character. The only school he ever attended was that of a Mr. Ketter [the Adelphi School], at the northwest corner of Pegg and New Market Streets, at that time the only public school north of Vine Street, where he remained exactly three days, in the early part of 1824. But, as he possessed an indomitable will and an innate intellectual force, his after-successes in life were none the less positive because of his lack of educational privileges in his youth.

From 1824 till the latter part of 1831 his life was spent chiefly on farms in the vicinity of Philadelphia, on which he earned a precarious living as cow-boy and farm-hand. Among his employers was Samuel Jones, the father of Jacob P. Jones, a friend whose kindness to him in his boyhood has never been forgotten.

In February, 1832, he bound himself as an apprentice to Jacob Teese, a ship-builder of this city, and continued in his service until Dec. 19, 1836. He worked at his trade in this city, New York, Erie, and elsewhere, until the spring of 1843. His health, which had never been good, finally compelled him to leave Philadelphia on the 10th of April, 1843, for Rio Grande de Sul, in the southern part of Brazil, where he had contracted to go for the purpose of building a steamer for Charles Deal, of that city, and where he subsequently established a ship-yard. With varying fortunes, but steadily increasing reputation, he remained in Rio Grande and Porto Alegre until 1852, when he removed to Rio de Janeiro, the capital, and immediately established a yard for the building and repairing of vessels, in which business he was engaged until the latter part of 1857.

On the 1st of September, 1857, he sailed from Rio de Janeiro, *via* Marseilles, for this country, for the purpose of gathering information and knowledge applicable to the construction of a steam railroad. He returned to Rio on the 1st of March, 1858, and there

[1] This company had the right to lay tracks from Federal Street and Wharton Street, at Front to Broad and along the same to Spring Garden Street, and thence to Fairmount. The privileges granted were adjudged by the Supreme Court to be unconstitutional and conflicting with a previous act, which declared that Broad Street should be free from railroads.

[2] This company was authorized to lay tracks from Lehigh Avenue to the village of Olney, in the Twenty-second Ward, with right of extension to the Fox Chase, in the Twenty-third Ward. It never went into operation.

[3] This road extends from Frankford road and Lehigh Avenue to Mill Street, Paul Street, and Frankford Street. It is substantially an extension of the Second and Third Streets Passenger Railway to Frankford.

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established a copartnership with W. Milner Roberts, of Philadelphia, Jacob Humbird, of Cumberland, Md., and Robert Harvey, of Richmond, Va., under the firm-name of Roberts, Harvey & Co. This firm contracted to build the second section—the mountainous portion—of the Dom Pedro II. Railroad, a work more difficult to accomplish than any which, up to that date, had ever been undertaken on the South American continent. This enterprise covered a period of over six years, and resulted in Mr. Harrah's complete financial ruin. With unyielding perseverance, however, he set about retrieving his fortunes, and, with this end in view, he engaged in business with F. M. Brandon, under the firm-name of Brandon & Harrah. Shortly afterward their commercial operations became sufficiently extensive to warrant the establishment of a house in London, England, under the style of Harrah, Brandon & Bro. He remained engaged in business eight years, finally retiring in December, 1871. During the last ten years of his sojourn in Brazil he was identified with many important public enterprises. In 1869 he was president of the first telegraph company organized in the empire, and which has since been absorbed by the imperial government. In the same year, in company with C. B. Greenough and a few other gentlemen of New York City, he organized the Botanical Garden Railroad Company of Rio de Janeiro, of which he was subsequently a director. In 1870 he assisted in the reorganization of the Brazilian Navigation Company, the official representative of which he became in this country when that company was involved in its suits with the Garrisons, of New York. In 1872 he organized the Leopoldina Railroad Company, of Minaes Geraes, Brazil.

Besides the enterprises mentioned, Mr. Harrah was connected, at various times during his thirty years' residence in the Brazilian Empire, with many institutions of high financial and political standing. Indeed, he attained and maintained what was a very eminent position, for a foreigner, in the great South American nation where he so long lived. Great confidence was reposed in him by the emperor and the imperial government. As an evidence of the existence of this close intimacy and deep esteem, Mr. Harrah was sent to the United States, in 1865, to purchase iron-clads and armaments for the Brazilian government, bearing a letter of credit to the amount of £1,000,000, which was shortly followed by another letter for £1,000,000. A few years later, in 1867, he was sent on a confidential mission to the river Platte, by the imperial cabinet, to investigate certain irregularities and abuses then prevailing in the commissariat department of the Brazilian army. Then, too, in 1870, when he and a few other merchants established a public school in Rio de Janeiro, the first of the kind in the empire, the emperor made him a Knight of the Imperial Order da Rosa, and shortly afterward made him a commander of the same order. In 1874, however, Mr. Harrah returned permanently to the country and city of his nativity, having made a handsome fortune during his residence in Brazil.

He has never been a holder of or an aspirant for public office; but he takes a deep interest in the subject of popular government. As a member of the Citizens' Committee of One Hundred for two or three years past, he has given liberally of his time and means to the cause of honesty and reform in the administration of municipal affairs.

During his residence in Brazil, Mr. Harrah was an active member of the Masonic fraternity, and passed through every degree of that order, inclusive of the thirty-third.

On April 14, 1839, Mr. Harrah was married to Anna Margaret Reel, a daughter of Michael and Margaret Reel, a long-established family of the old district of Kensington. Nine children have been born to them,—four sons and five daughters.

BUSINESS OF PASSENGER RAILWAYS, 1882.

Name.	Length in Miles.	Passengers.	Receipts.	Expenses, including Dividends.
Citizens' (Tenth and Eleventh)	10.00	5,689,947	$407,632 00	$409,916.56
Continental (Eighteenth and Twentieth)[1]	10.50	.....	.....	.....
Empire (Twelfth and Sixteenth)[2]	8.50	2,931,102	.....	.....
Frankford and Southwark (Fifth and Sixth)	8.10	9,509,207	534,800.44	513,800.60
Germantown (Fourth and Eighth)[3]	.....	.....	.....	.....
Green and Coates[4]	7.00	.....	.....	.....
Hestonville, Mantua and Fairmount[5]	20.00	4,687,840	268,033.00	269,563.60
Lombard and South	17.76	2,696,652	138,872 42	163,151.86
People's (Callowhill St.)	44.00	20,564,527	851,237 86	1,185,741.86
Philadelphia and Darby[6]	10.50	.....	.....	.....
Philadelphia and Gray's Ferry (Spruce & Pine)[7]	10.37	2,684,496	137,997.92	137,570.44
Philadelphia City (Chestnut and Walnut)	7.17	9,283,055	524,569.12	350,712.68
Ridge Avenue	15.00	5,510,259	287,550.26	161,867.97
Schuylkill River (Twenty-second and Twenty-third)[7]	3.10	.....	.....	.....
Second and Third	37.00	9,504,889	541,147.46	326,202.15
Seventeenth and Nineteenth[8]	8.50	.....	.....	.....
Thirteenth and Fifteenth	14.00	5,367,803	313,038.55	191,004.23
Union	70.00	21,864,841	1,302,133.87	896,727.57
West Philadelphia (Market Street)	18.50	9,070,422	511,196.67	314,863.13

[1] Passengers, expenses, and receipts included in report of Union Passenger Railway Company.

[2] Leased to the Seventeenth and Nineteenth, and Tenth and Eleventh Street Companies. Receipts and expenditures included in the reports of those companies.

[3] Leased to People's (Callowhill Street) Passenger Railway Company. Passengers, expenses, receipts, and length of road included in the report of that company.

[4] Leased to People's (Callowhill Street) Passenger Railway Company. Passengers, expenses, and receipts included in the report of that company.

[5] This line operates the Arch and Fairmount, and Race and Vine Street Roads. Length, passengers, expenses, and receipts are included in the report of the Hestonville, Mantua and Fairmount road.

[6] Operated by Philadelphia City (Chestnut and Walnut). Passengers, receipts, and expenses in report of that company.

[7] Operated by the Philadelphia and Gray's Ferry Passenger Railway Company. Passengers, receipts, and expenses included in that report.

[8] Under lease to Union Passenger Railway Company. Passengers, receipts, and expenses included in report of that company.

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Board of Presidents of the City Passenger Railways of Philadelphia.—On Tuesday, May 24, 1859, the presidents of the several railway companies of Philadelphia were invited by James Verree, president of the Second and Third Street Passenger Railway, to meet at the office of that company, No. 226 Walnut Street, to consider matters of interest pertaining to passenger railways. The following companies were represented:

Citizens' (known as Tenth and Eleventh), George Williams, president; Germantown (known as Fourth and Eighth Streets), William Millward, president; Race and Vine Streets, Robert F. Taylor, president; Frankford and Southwark (Fifth and Sixth), Henry C. Harrison, president; Ridge Avenue, Henry Croskey, president; West Philadelphia (Market Street), William Wright, president; Fairmount and Arch Street, S. H. Paulin, president; Philadelphia and Darby, Thomas S. Ellis, president; Spruce and Pine Streets, William D. Lewis, president; Second and Third Streets, James Verree, president. George Williams was elected chairman, and James Verree, secretary, and it was resolved that the meeting be a permanent organization.

On January 17, 1860, George Williams was elected president of the board, and Henry Croskey, secretary. Mr. Williams retained his position until his death, when he was succeeded by the present incumbent, Thomas W. Ackley. Mr. Croskey is still secretary. The board meets in a room of the Merchants' Exchange, on the corner of Third and Walnut Streets.

The number of members at present is eleven, as follows: Thomas W. Ackley, president of the Thirteenth and Fifteenth Streets Railway Company; P. A. B. Widener, president of the West Philadelphia Railway Company; Matthew Brooks, president of the Philadelphia and Gray's Ferry (Spruce and Pine Streets) Railway Company, embracing also by lease the Schuylkill Passenger Railway Company; William H. Colket, president of the Philadelphia City (Chestnut and Walnut Streets) Passenger Railway Company, embracing also by lease the Philadelphia and Darby Passenger Railway Company; Henry Geiger, president of the Frankford and Southwark (Fifth and Sixth Streets) Passenger Railway Company; John W. Parsons, president of the Lombard and South Streets Passenger Railway Company; Alexander M. Fox, president of the Second and Third Streets Railway Company; Henry C. Howell, president of the Empire (Twelfth and Sixteenth Streets) Railway Company; William H. Kemble, president of the Union Railway Company, embracing also by lease the Seventeenth and Nineteenth Streets, and Continental (Eighteenth and Twentieth Streets) Railways; Charles J. Harrah, president of the People's Railway Company, embracing also the Green and Coates Streets Railway Company, and the Germantown (Fourth and Eighth Streets) Passenger Railway Company; and John McCarthy, president of the Citizens' (Tenth and Eleventh Streets) Passenger Railway Company.

The membership of the board is limited to presidents of railway companies whose roads lie in whole or in part within the city of Philadelphia, and their successors. The object of the association is to reciprocate information, confer, and consult upon subjects of common interest, so as to enable and induce the companies represented to act in unison, and to contribute to expenses for the common benefit.

The officers are a president and a treasurer and a secretary, who are elected annually, on the third Tuesday of January. The stated meetings of the board are held on the third Tuesday of every month.

CHAPTER LV.

TRADE AND COMMERCE.[1]

WITH the landing of William Penn, in 1682, the commerce of the city may be said to have actually begun, everything prior to that date having been relatively unimportant. That the Swedes and Dutch kept up communication abroad, exchanging the commodities of this country with those of Europe, cannot be doubted, but of this limited commerce few records exist. We only know that in 1644 the Swedes sent home in the "Fame" and "Key of Calmar" 2127 packages of beaver-skins and 70,421 pounds of tobacco. By misfortune the vessels were compelled to put into Friesland, where the Dutch West India Company claimed duties and recognitions as the lawful sovereigns of the country. A long correspondence ensued, but the vessels were finally released upon payment of the regular import duties, without the recognitions claimed, which were eight per cent. The twenty-six ships which, during the first year of Penn's administration, arrived with passengers, together with forty trading vessels, great and small, that visited the port, fix the date of the commencement of the commerce of the port. That "trade and commerce in which the Quakers were known to excel" then took its start, with the furs and skins obtained from the Indians, and was increased and extended as the settlement and development of the country produced the necessary articles of commerce.[2]

[1] It has been found impossible within the space of this history to make individual mention of houses engaged in the extended trade and commerce of this city. The authors have been compelled to treat this subject solely in its relation to the city, and to exhibit its volume and extent by statistical tables, rather than by descriptive accounts of individuals and firms.

[2] Penn, in his early instructions, evidently had in view the future great importance of the port of Philadelphia. His instructions of Sept. 30, 1681, point out the necessity of a river-front reservation being "a measured quarter of a mile, because of building streets hereafter down to the harbor." In 1684, Carpenter was granted a lot between Walnut Street and Dock "in order to erect a wharf or key, and to build houses thereon, for the better improvement of the place, as well as for his own particu-

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In 1683–84 twenty-four ships arrived with passengers, but it was not until 1688–89 that there was any export of importance made from the city. In that year fourteen cargoes of tobacco were exported, probably purchased from the Indians, and ten vessels dispatched with the productions of the province to the West Indies. The growth of commerce must have been very great, comparatively, in the early years of the city, for Logan writes to Penn,—

"This year, 1702, the customs upon goods from Pennsylvania amounted to eight thousand pounds; the year I arrived there (1699) but fifteen hundred at most—a good argument for me and the poor country. It has a greater regard here, and made the care of an officer (as well as Virginia and Maryland) at the custom-house—New York not the half of it."

The first Provincial tariff was imposed in 1683, when the Assembly laid a duty upon rum, wine, brandy, and strong liquors imported of two pence per gallon, and upon cider one penny per gallon.[1] In 1705 the Assembly resolved that £1200 should be raised for the support of the government, and an "impost on all wines and cider imported in foreign bottoms." To this, in 1706, was added a duty of forty shillings per head on the importation of negroes, with a drawback of one-half for re-export.[2]

The nine years of war between France and England, from 1688 to 1697, operated most injuriously to every interest of the colony, and at the end of this period the *poverty* of the province, with the injuries to its commerce inflicted by the war, is frequently mentioned, and it is stated that "in Philadelphia, even, pieces of tin and lead were current for small change." From that early day to the final separation from England no material change took place in the course of trade, except its extension. England, at that time a grain-exporting country, offered no market for the products of agriculture from this country. The exports, consisting of grain, salt, provisions, pipe-staves, etc., and, at a later date, of flour, bread, flaxseed, iron, etc., found a market in the West Indies, and subsequently in Portugal, Spain, and several European and African ports of the Mediterranean. The returns from this commerce were all carried to England, where all the available funds of the city were required to pay for the manufactures which were there exported, and which, from the restrictions imposed by Parliament on colonial manufactures, embraced, to a very great extent, every article of clothing and even household utensils of the simplest form.

The following table shows the imports and exports of Philadelphia from 1697 to 1776, inclusive. It will be seen from this table that the imports greatly exceeded the exports, and the effects of war and other causes on the amounts of importations may be noticed.

COMMERCE WITH GREAT BRITAIN FROM 1697 TO 1776 INCLUSIVE.

Year.	Exports to G. Britain.	Imports.
[3] 1697	£3,347	£2,997
1698	2,720	10,704
1699	1,477	17,064
1700	4,608	18,529
1701	5,220	12,003
1702	4,145	9,342
1703	5,160	9,899
1704	2,430	11,819
1705	1,309	7,206
1706	4,210	11,037
1707	786	14,365
[4] 1708	2,120	6,722
1709	617	5,861
1710	1,277	8,594
1711	38	19,408
1712	1,471	8,464
1713	178	17,037
1714	2,663	14,927
1715	5,461	16,182
1716	5,193	21,842
[5] 1717	4,499	23,506
1718	5,588	22,716
1719	6,564	27,068
1720	7,928	24,231
1721	8,037	21,548
1722	6,882	26,397
[6] 1723	8,532	15,992
1724	4,057	30,324
1725	11,981	42,209
1726	5,960	37,634
1727	12,823	31,979
1728	15,230	37,438
1729	7,434	29,790
1730	10,582	48,592
1731	12,786	44,380
1732	8,524	41,698
1733	14,776	40,565
1734	20,217	54,392

[1] See vol. iii. p. 1800.

[2] As late as 1761 the subject of taxing the importation of negroes came up by a remonstrance presented to the Assembly in February from citizens of Philadelphia against the importation of slaves, which was considered by them a matter of injury to the province by introducing a class of persons who were troublesome and demoralized. The House prepared a bill laying a duty of ten pounds per head on each negro or mulatto brought from abroad. A remonstrance against this bill was presented on the 1st of March. The signers represented that the province suffered great inconvenience for the want of servants, in consequence of the number of white persons enlisted in the king's service, and the diminution of the importation of Germans, English, and Irish, which had nearly ceased. They said, "An advantage may be gained by the introduction of slaves, which will likewise be a means of reducing the exorbitant price of labor, and in all probability bring our commodities to their usual prices." They represented that they had "embarked in the trade" of importing slaves through the motives they had mentioned, and that they would labor under hardships by the law taking immediate effect without giving them time to countermand their orders. This memorial was signed by John Bell, Humphrey Robinson, Reed & Pettit, William Coxe, Charles Batho, Philip Kearney, Jr., James Chalmers, Joseph Wood, Willing, Morris & Co., Thomas Riche, David Franks, Hugh Donaldson, Benjamin Levy, Henry Harrison, John and Joseph Swift, John Nixon, Daniel Bundle, Francis & Reife, Stocker & Fuller, Scott & McMichael, John Inglis, David McMurtrie, Samuel and Archibald McCall, and Joseph Marks.

The mild protest of these slave merchants had no effect on the House, for the law to lay the duty on negroes was passed two weeks afterward.

lar profit." The ground was granted upon a lease of fifty-one years, at a rent of twenty shillings a year, and the patent was indorsed, "I will and ordaine that the within wharf be called, and be it called Carpenter's Wharf."

Robert Turner received a patent on the day after Carpenter for a bank lot below Arch Street, which Penn called "Mount wharf." Penn indorsed on this patent, "I intend to allow Robert Turner to digg the bank and to make vaults for securing the highway." William Frampton on the same day received a patent for "Lown wharf," between Walnut and Spruce Streets. Further care for the improvement of the port is shown in 1687, when the Assembly adopted a request to the President and Provincial Council, that a speedy account be taken of all moneys paid for the erecting of buoys, "and that, with all convenient speed, the said buoys be erected for the safety and preservation of vessels coming in and going out of this province and territories, to prevent the clamours of masters of vessels who are obliged to pay the money and reap no benefit thereby."

[3] Peace established this year between England and France.

[4] England at war with France and Spain.

[5] England vs. Spain.

[6] First issue of government's bills of credit in the province to supply deficiency of currency occasioned by too large importations.

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	Year.	Exports to G. Britain.	Imports.
	1735	£21,919	£48,804
	1736	20,786	61,513
	1737	15,198	11,918
	1738	11,918	61,460
1	1739	8,134	54,452
1	1740	15,048	56,751
1	1741	17,158	91,010
1	1742	8,527	75,295
2	1743	9,596	79,340
2	1744	7,446	62,214
2	1745	10,130	54,280
2	1746	15,779	73,699
2	1747	3,832	82,404
2	1748	12,363	75,330
	1749	14,944	238,637
	1750	28,191	217,713
	1751	28,870	190,917
	1752	29,978	201,666
	1753	38,527	245,644
	1754	30,649	244,647
3	1755	32,336	144,456
3	1756	20,095	200,196
3	1757	14,190	168,426
3	1758	21,383	260,953
3	1759	22,404	498,161
3	1760	22,754	707,998
4	1761	30,170	204,067
4	1762	38,091	206,199
4	1763	38,228	284,152
	1764	36,528	435,191
	1765	25,148	363,368
	1766	26,851	327,314
	1767	37,641	371,830
	1768	59,406	432,107
5	1769	26,111	199,909
	1770	28,109	134,881
	1771	31,615	728,744
	1772	29,133	507,909
	1773	36,652	426,448
	1774	69,611	625,652
6	1775	175,962	1,366
6	1776	1,421	365

The clearances from the port of Philadelphia for 1721 were 130 vessels, for 1722 110 vessels, and for 1723 85 vessels, from which it appears that the commerce of the port had at that early day reached a point where marine insurance became a matter of importance and profit. Accordingly, John Copson opened an insurance office on High Street, on the plan of the Lloyds',—"to prevent the necessity of sending to London,"—adding that "he will take care that the assurers or underwriters be persons of undoubted worth and reputation, and of considerable interest in the province." The ship "Dorothy," Thomas News, master, brought, in 1728, from Bristol, England, passengers afflicted with a "malignant fever." Governor Gordon called together the Council, and also invited the attendance of Thomas Lawrence, the mayor, and Andrew Hamilton, the recorder of the city. Authority was granted to Dr. Thomas Graeme and Lloyd Zachary to inspect the vessel, and report her sanitary condition. In consequence of their report, the "Dorothy" was ordered not to come nearer to the city than one mile, and the sheriff was directed to provide some place on shore for the sick. The Blue House Tavern, at the corner of Tenth and South Streets, thus became the first quarantine hospital. The sick recovered, the vessel was fumigated with tobacco-smoke, and washed with vinegar; the bales of goods were aired before removal, and the ship ordered to remain in the stream and not come up to the wharf.

A work published at London, in 1731, on "The Importance of the British Plantations in America," gives the following account of the productions and trade of Pennsylvania at that time, and the benefits derived thereby to Great Britain:

"The product of Pennsylvania for exportation is wheat, flour, biscuit, barreled beef and pork, bacon, hams, butter, cheese, cider, apples, soap, myrtle-wax candles, starch, hair-powder, tanned leather, beeswax, tallow candles, strong beer, linseed oil, strong waters, deer skins and other peltry, hemp (which they have encouraged by an additional bounty of three half-pence per pound weight over and above what is allowed by Act of Parliament), some little tobacco, lumber, i.e., sawed boards and timber for building houses, cypress wood, shingles, cask staves and headings, masts and other ship timber; also drugs of various sorts, as calamus aromaticus, snake root, etc. The Pennsylvanians build about two thousand tons of shipping a year for sale, over and above what they employ in their own trade, which may be about six thousand tons more. They send great quantities of corn to Portugal and Spain, frequently selling their ships as well as cargo; and the produce of both is sent thence to England, where it is always laid out in goods and sent home to Pennsylvania.

"They receive no less than from four to six thousand pistoles from the Dutch isle of Curacoa alone for provisions and liquors. And they trade to Surinam in the like manner, and to the French port of Hispaniola, as also to the other French sugar islands, from whence they bring back molasses, and also some money. From Jamaica they sometimes return with all money and no goods, because their rum and molasses are so dear there. And all the money they can get from all parts, as also sugar, rice, tar, pitch, etc., is brought to England to pay for the manufactures, etc., they carry home from us, which has not, for many years past, been less than one hundred and fifty thousand pounds per annum. They trade to our provinces of New England, Virginia, Maryland, and Carolina, and to all the islands in the West Indies, excepting the Spanish ones; as also to the Canaries, Madeira, and the Azores isles; likewise to Newfoundland for fish, which they carry to Spain, Portugal, and up the Mediterranean, and remit the money to England, which, one way or other, may amount to sixty thousand pounds yearly. But without their trade to the French and Dutch colonies in the West Indies they could not remit so much to England; neither could they carry on their trade with the Indians if they did not take off the rum and molasses, as well as the sugars, of those colonies in part of payment of the cargoes they carry thither."

In 1723 the scarcity of currency greatly embarrassed all trade. Complaints were accordingly made to the Assembly, and referred to a committee, which reported that, in their opinion, persons not residing in the province, who imported goods and servants into Pennsylvania, should pay three per cent. on the net profits of their importations, unless they could make it appear that they had shipped off at least three-fourths of the value of said goods in country produce, and that merchants should pay five per cent. on money shipped. Another plan was brought forward in the petition of several inhabitants of the county of Philadelphia, desiring that wheat and other grain, beef, pork, hemp, and flax shall pass on all occasions as ready money; that gold, English money, and other silver should be raised in value, as at New York; that no paper money be raised; that ports should be free of taxes, and foreigners encouraged; that a duty be laid on deer-skins; and that brewers put a certain quantity of malt into strong beer, according to the price of barley. Upon consideration of these petitions the Assembly voted that a paper currency

[1] England vs. Spain.
[2] England vs. France and Spain.
[3] England vs. France.
[4] England vs. Spain and France.
[5] Non-importation agreements were adopted in this year at most of the ports in the British North American colonies.
[6] Revolutionary war.

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should be authorized, and that country produce should pass as currency.[1]

The imports in 1730 were very heavy,—so great in value that it was found easier to liquidate the obligations by an insolvent law than to pay them; so an insolvent law was passed for the relief of debtors.

Isaac Norris, in a letter to William Penn, in 1707, gives the following facts as to the commerce of the province:

"I presume that the province consumes annually of produce and merchandise of England to the value of fourteen or fifteen thousand pounds sterling, and this is imported directly from England and the other plantations,—Virginia, Maryland, Barbadoes, Jamaica, New England, and New York. Returns are made for the same in part direct for England, and partly through the other plantations, viz., the West India Islands, Virginia, Maryland, and South Carolina, who take off our provisions and produce. The direct returns are chiefly tobacco, furs, and skins, which have for two or three years past yielded no encouraging prices here, for which reason less of those commodities have been imported from thence, and the more returns made by way of the plantations above mentioned. 'Tis reasonable to presume that upon a peace or advance of those commodities in price the direct return will increase considerably, of which there already appears some prospect, there being now in England four vessels,—two at London and two at Whitehaven,—which loaded at Philadelphia, and brought at least seven or eight hundred hhds. of tobacco, besides twenty-five or thirty tuns of skins and furs; and I have advice that there are four vessels more likely or intending to come this summer that may bring eight hundred or a thousand hhds. more. I shall not presume to say that the tobacco of [the] province is of more advantage to England, hhd. for hhd., than that of Maryland or Virginia; but perhaps it is considerably more to the Crown in proportion, it being mostly of a sort that is spent in England. The account of duties paid, and with drawbacks made in exportation, will be best known from the Custom House; and I am of opinion, if the vessels get well hither, the duties for this year will surmount any year before it."

The raising of revenue was further expedited in 1710–11 by the passage of a law granting to the Governor two shillings in the pound and two shillings on the head of all single men worth more than fifty pounds, with the same poll-tax on servants; also a tax of forty shillings per head on imported negroes, four shillings per gallon on rum and wine imported from other places than New Jersey or the lower counties, three shillings per barrel on cider, and nine pence per ton on vessels. Among the matters of legislation which engaged the attention of the Assembly in 1713 was the consideration of duties to be laid on liquors imported. The following table was furnished of the commerce of the port in these articles between March 25, 1711, and Feb. 6, 1713:

WINE IMPORTED FROM THE PLACE OF GROWTH.

411 pipes.	23 quarter casks.
13 hhds.	

WINE IMPORTED FROM OTHER PLACES.

48 pipes.	2 quarter casks.
2 hhds.	

RUM IMPORTED.

574 hhds.	1 pipe.
360 tierces.	19 casks.
185 barrels.	2 puncheons.
1 kilderkin.	4 gross of bottles.
200 gallons.	

[1] See chapter on Banks and Bankers.

The disproportion between rum and wine in this statement shows that the taste of the greater number of the inhabitants was in favor of strong drink.

The following account of the number of vessels, with their tonnage, which cleared from Philadelphia from 1719 to 1725, will give an idea of the condition of commerce at that period:

Year.	Number of vessels.	Tonnage.	Year.	Number of vessels.	Tonnage.
1719	128	4514	1723	99	3942
1720	140	3982	1724	119	5450
1721	111	3711	1725	140	6655
1722	96	3531			

From 1729 to 1732 the exports from Philadelphia were as follows:

Year.	Bushels Wheat.	Barrels Flour.	Casks Bread.	Value.
1729	74,800	35,438	9,730	$62,673
1730	38,643	38,570	9,622	57,500
1731	53,320	56,639	12,436	62,582

The population of the city, in the latter year above mentioned, was estimated at twelve thousand; the commerce annually employed six thousand tons of shipping, and about two thousand tons were annually sold in foreign ports, principally West India. The arrivals and clearances from March 25, 1735, to March 25, 1736, were as follows:

	Arrivals.	Clearances.		Arrivals.	Clearances.
London	11	10	Newfoundland	3	1
Bristol, England	9	3	Boston	17	10
Liverpool	2	0	Rhode Island	8	7
Ireland	14	23	New York	4	2
Gibraltar	1	6	Maryland	7	13
Lisbon	6	13	Virginia	5	2
Cadiz	6	2	North Carolina	7	5
Turk's Island	3	0	South Carolina	1	11
Antigua	20	20	Georgia	1	2
Barbadoes	19	26	Not specified	30	22
Jamaica	9	16			
St. Christopher	9	9	Total	199	212

Of the arrivals fifty-one were ships, forty-four brigs, and the remainder vessels.

The price current for 1735, published in the *Mercury* of the 27th November, reduced to provincial dollars and cents was as follows:

Flour, $1.40 per hundred pounds; white biscuit, $2.40 per hundred; middling biscuit, $1.73 do.; brown biscuit, $1.47 do.; ship biscuit, $1.80 do.; muscovado sugars, $4.27 do.; ginger, $4.27 do.; powder, $26.27 do.; tobacco, $1.87 do.; turpentine, 80 cents do.; loaf sugar, 22 cents per pound (wholesale); cotton, 13 cents per pound; allspice, 20 cents per pound; indigo, $1.33 per pound; rum, 29 cents per gallon; molasses, 20 cents per gallon; pork, $4.67 per barrel; beef, $4.00 do.; pitch, $1.87 do.; tar, $1.07 do.; wheat, 49 cents per bushel; Indian corn, 20 cents do.; flaxseed, 53 cents do.; fine salt, 22 cents do.; coarse salt, 20 cents do.; pipe-staves, $14.00 per thousand; hogshead-staves, $5.33 to $6.67; barrels do., $4.67 to $5.33; Madeira wine, $58.67 per pipe.

From 1739 to 1749, the war between Great Britain and Spain continued, and inflicted upon the commerce of the province great annoyance and loss from privateering. The "Wilmington" and the "Delaware," fitted out in Philadelphia, were dispatched to sea to retaliate. The return of peace in 1749 gave a great impulse to commerce, the imports for the year being nearly equal to those of the three succeeding years. The values of wheat, flour, bread, and flaxseed were in 1749 £148,104 currency; in 1750, £155,175; and in 1756, £187,487; and the number of vessels that cleared

from 1749 to 1759 averaged annually four hundred and three; the population of the city being estimated at fifteen thousand. This activity in commerce continued, notwithstanding the embarrassment arising from the scarcity of currency, until interrupted, in 1755, by the difficulties arising from the French and Indian troubles on the western frontier. In 1753, the schooner "Argo," Capt. Swaine, was dispatched by the merchants of Philadelphia in search of a northwest passage. Touching first in New England, he afterward entered Hudson Straits, and came in sight of Revolution Island. Forced out of the straits by vast quantities of floating ice, and the season of discovery on the west side being over, he sailed for the coast of Labrador, from 56° to 65° north latitude, discovering six inlets, of which he prepared charts. The vessel returned in safety to Philadelphia, and was again, in 1754, dispatched on a similar mission under the same captain. Upon their last voyage Captain Swaine lost three of his crew.

The commerce of the province suffered severely during the continuance of the Seven Years' war (which was commenced by a collision between English and French troops on the western province of Pennsylvania in 1755, although war was not declared until the following year). This is shown by the value of the imports from Great Britain, varying from £144,456 sterling, in 1755, to £707,998 sterling in 1760, this latter sum including military stores. Serious losses were occasioned by the mercantile community on account of the provincial government prohibiting the exportation of provisions and military stores to French ports in 1756–57.

The embargo imposed by the Earl of Loudon was continued so long that it became very injurious to all kinds of business. The merchants complained of a total stagnation of trade and commerce, there being in June, 1767, forty sail of vessels, with full cargoes, detained in the harbor. Commodities were perishing, and the manufacture of grain into flour was stopped. The Assembly in June sent a remonstrance on this subject to Governor Denny, who promised to forward it to Earl Loudon. He did so with no warmth. He said in his letter to the earl that it was "an extraordinary remonstrance," and that "he could have wished that for their own sakes they had observed a greater decency." He admitted that the distress was great in the province, and that on that account abundance of flour had already been condemned. Besides, the ports and people who had depended on importations of provisions from the American colonies were in great straits, and many of them were almost reduced to starvation. Nevertheless, the supposed interests of the British navy were considered of more importance than the prosperity of the colonies, and it was not until a week after the fleet had put to sea on the 27th of June that the embargo was removed. The restoration of peace with France and Spain relieved commerce of many restrictions and embarrassments, but the heavy debt which the long years of war had created, together with the impoverishment of the people incident to the war and the measures of defense, depressed trade generally, while the merchants found themselves largely indebted to those of England for goods imported. Those financial troubles were in a measure prolonged by the continuance of the difficulties with the Indians on the Western frontier after the restoration of peace with France.

The effect of these disturbing influences had not passed away when the British Parliament, in 1764, began that system of taxation which eventually severed the political connection of the colonies with the mother-country. The British principle that taxation and representation are inseparable, "founded on the laws of nature,—itself an eternal law of nature,"—was deeply fixed in the hearts of the colonists. It was their unalterable purpose to resist the collection of any and all kinds of taxes imposed without their consent. It is no part of our purpose to trace the history of that contest with the mother-country. The effects of the non-importation agreements, those peaceful remedies of resistance which both in their direct and indirect action came home to the people of Great Britain, may be seen by contrasting the value of imports from Great Britain in 1769 (£199,999 sterling), when these agreements were generally adopted throughout the colonies, with that of the imports in 1771 (£728,744 sterling), when the non-importation restrictions were removed, save in reference to tea.

Petitions were sent to the Assembly in 1765 for the regulation of pilotage. It was complained that many incompetent persons undertook to guide vessels up and down the Delaware, whereby many valuable vessels and their cargoes had been lost. The consideration of the subject was deferred until the following year, when a proper law upon the subject was passed, and Abel James, Robert Morris, John Nixon, Oswald Eve, Michael Hulings, and Thomas Penrose were appointed wardens of the port of Philadelphia.

By an act for the recovery of duties, tonnage, etc., the commissioners had been authorized to erect piers in the Delaware for the protection of vessels during storms. After a survey they agreed that the inside or west shore of Reedy Island was a proper place for erecting two such piers. For this purpose the lower end of the island had been purchased, and in 1762 one pier had been finished, one hundred feet long and about thirty feet in width, having, at the outer end, a depth of three fathoms at low tide. The next summer another pier was built at the distance of five hundred and seventy-one feet from the other, to the northward of it. The length was about two hundred and five feet, the breadth about thirty feet, and the depth at the outer end about three and a half fathoms. The commissioners also banked in and drained eight acres of land adjacent to the piers, and built a house on one of the piers for the accommodation of the workmen. The cost of this work they reported to be

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£3356 14*s.* ½*d.* The light-house at Cape Henlopen was also finished. It was situated, the commissioners reported, "a mile south of the point of the Cape, and a quarter of a mile from the ocean, westward, in latitude thirty-eight degrees fifty-six minutes north." Sixpence a ton was levied upon vessels to maintain the establishment, which sum was received by T. Coombe, collector, at the office, corner of Norris and Front Streets. This matter was renewed in January, 1785, when the merchants of the city memorialized the Council in favor of erecting piers in the Delaware for the protection of vessels during storms. On consultation it was considered that Marcus Hook was the proper situation for these piers. An agreement was entered into by one Thomas Davis to build four of them, but the contract was subsequently revoked and given to others. The wardens of the port purchased a small lot at Cape May "with the view of erecting a beacon thereon." Application was made to the Governor of New Jersey for authority to carry out that measure. Delay occurred, and in 1787 the wardens, having visited the proposed site of the beacon, were of opinion that it would be too expensive, and that it would be better to put a beacon on Crow's shoal.

Benjamin Franklin, in his examination before the British House of Commons, in 1766, gave an account of the commerce of the port, in which he computed the imports from Great Britain into Philadelphia at five hundred thousand pounds sterling, and the exports to Great Britain at forty thousand pounds sterling. The difference between these sums was the annual indebtedness of the colonies to the merchants of England. To discharge that indebtedness the produce of the province, which could find no market in England, was exported to the British, French, Spanish, Danish, and Dutch West India Islands; to New England, Nova Scotia, Newfoundland, Carolina, and Georgia, and to Spain, Portugal, and Italy, from which either money, bills of exchange, or commodities suitable for remittance to England were received. These, together with their profits, as well as the freights earned in their circuitous voyages, all finally centred in Great Britain to pay for British manufactures used in the province, or sold to foreigners by American traders. Notwithstanding all the impediments which the policy of England threw across the pathway of the colony to successful commerce, the rapid development of her resources enabled that commerce to grow in volume and value until actual conflict in 1776 put an end to its progress. The exports for the years 1771, 1772, 1773 were as follows:

Year.	Value of Exports, pounds sterling.	Clearances. Square-rigged Vessels.	Clearances. Ships and Schooners.	Total Tonnage.
1771	631,554	361	391	46,654
1772	784,254	370	390	46,841
1773	720,135	426	370	46,972

In January, 1776, the Committee of Inspection and Observation detected some tea in the city which had been brought from New York. They gave notice that any more of the same article which they discovered, procured from that or any other place, would be sent back. Congress resolved, in April, that tea which was on hand before the passage of the act of Parliament, might be sold at stipulated prices,—Bohea at seventy-five cents per pound; other teas to be regulated, as to rates of selling, by the Committee of Inspection. By a resolution of Congress this committee was invested with power to prevent shipments of provisions, goods, or merchandise, and such as were allowed to be exported must first receive their license for the voyage. In March complaints were made that the engrossing of salt, rum, sugar, spice, pepper, molasses, cocoa, and coffee had created an artificial scarcity of these articles. "Some persons," it was said, "had formed the cruel design of adding to the sufferings of their fellow-citizens by collecting great quantities of these articles, and exacting exorbitant prices for them." The committee resolved to stop such "arbitrary practices" by fixing the following prices upon the articles named: Common West India rum, 4*s.* 6*d.* per gallon, by the hogshead or in greater quantity; molasses, 2*s.* per gallon, by the hogshead; coffee, 11*d.* per pound, by the bag or barrel; cocoa, £5 per thousand; chocolate, 16*d.* per pound; pepper, 5*s.* per pound, per bag or barrel; loaf sugar, 14*d.*, per pound; lump sugar, 10*d.* per pound; Muscovado sugar, first quality, 65*s.* per hundredweight; Lisbon salt, 4*s.* per single bushel, or greater quantity; Liverpool blind salt, 5*s.* per single bushel or greater quantity; Jamaica spirits, common, 5*s.* 6*d.* per gallon. Any person violating these prices were to be "exposed by name to public view as sordid vultures, who were preying on the vitals of their country in time of common distress." The Committee of Privates seconded this resolution by an address, in which they said that, while the Committee of Inspection was "to be praised for having taken measures against monopolizers and forestallers, Congress ought to be petitioned to open trade with such countries as supply us with needful articles, so that we might export the produce of our own country in exchange."

These representations had a good effect, for four days afterward Congress resolved that goods might be exported to any country but Great Britain, and that merchandise might be imported into the American provinces from any part of the world except Great Britain and the East India provinces, the tea from which was totally prohibited. It was also declared that no slaves should be imported into the united colonies. The powers of the Committee of Inspection, under this policy, were soon found to be injurious to the interests of the commerce which it was now resolved to foster. It was therefore determined that, as the stocks from other countries were nearly exhausted, and as their attempts to regulate prices would be a hindrance to trade, their powers to do so ought to cease.

An ordinance was also passed against the engross-

ing or forestalling of bar iron, leather, salt, wheat, cattle, or other merchandise or victuals, in greater quantity than any person could make to appear to be suitable for his or her own need and supply, with an exception in favor of millers buying grain to grind into flour, graziers purchasing lean cattle to fatten them, and persons buying goods for the purposes of their trades with intent to manufacture or improve them. The price of whiskey was fixed, by special ordinance, at 8*s.* 6*d.* per gallon, Pennsylvania currency, when sold by other persons than sutlers in camp. Committees were also appointed to seize and take from all persons who had not subscribed the oath of allegiance and abjuration, or who had aided or assisted the enemy, blankets, stockings, cloths, linens, at certain fixed prices.

The regulation of prices by authority continued to be the policy of the times, and William Henry, chairman of the committee on the prices of provisions, published, under date of June 6, 1779, the regulations for the markets and shops, for buyers and sellers, who are warned to take notice and abide the consequences. The "murmurings and discontent respecting the price of butter" were very great, and the committee "*Resolved*, That if any inhabitant of this City shall give more than Fifteen Shillings for a pound of butter, such person or persons so purchasing, whether man or woman, shall be summoned to appear at the next Town Meeting, or pay Twenty Shillings into the hands of this Committee, to be applied to the relief of the poor, one-half thereof to the poor of this city, and the other half to the poor of the township where the seller of such butter shall live." The following were the prices established for the following articles on the 1st of April, to continue for the month of July:

	Wholesale.			Retail.		
	£	s.	d.	£	s.	d.
Coffee, per pound	0	15	0	0	16	0
Chocolate, per pound	1	17	6	2	0	0
Bohea tea, per pound	4	10	0	4	15	0
Common green tea, per pound	5	10	0	7	10	0
Best Hyson tea, per pound	18	0	0	20	0	0
West India rum, per gallon	6	5	0	6	12	6
Country rum, per gallon	4	10	0	4	15	0
French rum, per gallon	4	10	0	4	10	0
Madeira wine, per gallon				10	0	0

Muscovado sugar, from £70 to £95 per cwt.; from 15*s.* to 20*s.* per pound.

Loaf sugar, from 42*s.* 6*d.* to 50*s.* per pound; from 47*s.* 6*d.* to 52*s.* 6*d.* per pound.

Rice, per pound, 3*s.*

	£	s.	d.	
French indigo, per pound	2	15	0	60*s.*
Carolina indigo, per pound	2	0	0	45*s.*
Black pepper, per pound	1	17	6	42*s.*
Cotton, per pound, from	40*s.* to 55*s.*; 45*s.* to 60*s.*			
Hemp, per pound				8*s.*
Candles, per pound	14*s.* 6*d.* to 15*s.*			
Best hand soap, per pound	10*s.* 6*d.* to 12*s.* 6*d.*			
Butter, per pound				15*s.*
Bloomery bar iron, per ton	£500 per cwt., £28			
Refined bar iron, per ton	700 " 38			
Nail rod iron, per ton	1000 " 55			
Sheet iron, per pound	12*s.* per pound, 15*s.*			
Best dintle sole-leather, per pound				20*s.*
Neat's leather, by the side				150*s.*
A calfskin that will cut four pair of shoes				150*s.*
Best boot-legs, per pair				180*s.*
Harness leather, per pound				20*s.*
Bridle leather, per side				150*s.*
Boots, per pair	from £37 to £40			
Men's best leather shoes	from 135*s.* to 150*s.*			
Women's shoes				120*s.*

The committee continued the price of flour, middlings, etc., as of the last month's prices, and were "happy to inform the public that the price of molasses and the various kinds of salts are at present lower than on the 1st of April, and the committee expect they will not be appraised higher than at present." The committee also "*resolved* that if any goods, exceeding the value of one hundred pounds, be removed or offered to be removed from this city, without first obtaining a permit from this committee, such goods so removed or offered to be removed shall, on detection, be detained under the care of the committee until the next town-meeting, and the owner to abide the consequences."

From 1776 to 1783, the period of the Revolution, there existed no foreign trade whatever from the port of Philadelphia. From 1783 to 1789, commerce groped its way among the difficulties that beset it on every side. Peace removed the barrier that war had erected; but abroad, the obstacles of the protective system, with which each country was hedging its manufactures and domestic interest, barred its onward movement, and at home the conflicting laws of thirteen colonies were not only ruinous to its development, but demoralizing, as they were productive of smuggling. Not less serious than these was the deranged condition of the currency of the country, which was no measure of value, and would hardly pass when out of sight of its place of issue. These difficulties and embarrassments continued, until, by the adoption of the Federal Constitution, in 1789, the thirteen States transferred to the Federal government the power to regulate commerce with foreign nations, between the States, and among the Indian tribes, in fact, all control of every kind over commerce.[1] Commercial relations were then opened by one central authority with the nations of the world; preference between

[1] The conflicting legislation of the States on the subject of commerce, and the want of proper commercial regulations were due to the anomalous condition of the thirteen independent States of the Confederacy, each of which attempted to regulate foreign commerce without reference to the others, producing confusion abroad, and operating against American enterprise. The merchants of Philadelphia took up this subject at a meeting held at the State-House on the 20th of June, 1785, to hear the report of a committee "to suggest means of relief for the present state of trade and manufactures." They declared that it was necessary that Congress should have full power over the commerce of the United States, and that to withhold such power would be injurious. Agriculture and manufactures, it was said, were the great employments of the people, and constituted the wealth of the country, and that, as the former must decline with our export trade, it became necessary to extend the latter. It was urged as the opinion of the meeting that manufacturers interfering with our own ought to be discouraged, some by absolute prohibitions, others by impost.

From the peace of 1783 to the adoption of the constitution, in 1789, there is no data of American tonnage. Some of the States, Pennsylvania among that number, laid discriminating duties in favor of vessels belonging to citizens of the United States, and in some instances in favor of nations having treaties with the United States. Pennsylvania laid a tonnage duty on American vessels at four pence sterling, and the vessels of foreign nations at eight pence sterling. In August of 1794, there was formed an association called "The Philadelphia Society for the Information and Assistance of Persons Emigrating from Foreign Countries."

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ports of different States could no longer be given; hindrances in trade by exactions were no longer possible. Commerce and trade consequently revived, as the resources of the province increased, and the establishment of the Bank of the United States, in 1791, provided a currency universally received as a measure of value and medium of exchange. In all these improved conditions, the commerce of Philadelphia participated.

The first adventure after peace from the port to the East Indies was made early in 1786. The ship "Canton," Captain Thomas Truxton, was the pioneer from Philadelphia.[1]

In favor of the good ship "Canton," and her commander, Congress, on the 2d of January, granted a sea-letter directed to the "Most serene and most puissant, high, illustrious, noble, honorable, venerable, wise, and prudent emperors, kings, republics, princes, dukes, earls, barons, lords, burgomasters, counselors, as also judges, officers, justiciaries, and regents of all the good cities and places, whether ecclesiastical or secular, who shall see these presents or hear them read." There are few particulars of this voyage, except the fact that the "Canton" returned to Philadelphia in May, 1787, after a successful trip. In those days shipments were not made on individual account; the cargo was a joint-stock affair, and dividends of the profits were made to each shareholder.

In three years after the adoption of the Federal Constitution, the French Revolution was turned by Napoleon against all European powers. These wars continued from 1792 to 1815, with a very short intermission. The demand of the armies for men depleted the number of agriculturists, and created a demand for supplies from America. The naval armaments of European nations, in all parts of the ocean, rendered neutral vessels absolutely necessary for the carrying of commodities from the colonies of European nations to the parent States. The "carrying trade" became a fruitful source of profit, in which the ships of Philadelphia shared very largely. The commerce of Philadelphia, in common with that of the whole country, prospered beyond any previous period of its history; her population increased from 42,000, in 1790, to upwards of 96,000 in 1810. That "carrying trade," a term now almost lost to commerce, was at the beginning of the present century a fruitful source of wealth and prosperity to the city. Intercourse with the West Indies exchanged the agricultural productions of the State, such as beef, pork, flour, apples, onions, butter, lard, and other products, for sugar, coffee, oranges, lemons, pineapples, and other tropical productions. Abraham Piesch, a prominent shipping-merchant in the fast-sailing schooner "Fly," braved the savage blacks of San Domingo in 1792–93, and in the midst of insurrection and civil war reaped the reward of his pluck and courage in a profit on coffee purchased at five cents per pound, and paid for in apples, onions, lard, and other things bought at an equally low figure. He built more vessels, large and small, than any other ship-builder of the time, and during the war of 1812-15 he had twelve schooners engaged in running the blockade. He was later engaged in the East India and European trade. Europe, Asia, China, and "Afric's sunny fountains rolled down their golden sands" on the margin of commercial enterprise, in which Girard's ships, the "Voltaire," the "Rousseau," the "Helvetius," the "Montesquieu," were the philosophic names that bore the products of republican America. Stephen Girard, Henry Pratt, Pratt & Kintzing, Willings & Francis, Smith & Ridgway, Summerl & Brown, Louis Martial Jacques Crousillat, Eyre & Massey, Blight, Montgomery, Sims, Waln, and others whose names are forgotten, were the active leaders on the wharves of the city, where their ships were loading and unloading for and from every country.

Henry Pratt was an eminent shipping merchant of Philadelphia in these early days. He was born in the city on the 14th of May, 1761, and was the eldest son of Matthew Pratt, a portrait-painter. Before his majority Mr. Pratt was engaged in the china and crockery trade, and afterward in the grocery business. He finally became identified with the shipping trade, and became known far and wide. He amassed a large fortune, and built "Lemon Hill," on the Schuylkill, near Fairmount. Great perseverance and energy characterized his life, and marked him as a merchant of uncommon and unusual qualities. No calamities of trade or commerce unnerved him. Mercantile pursuits were to him a passionate pleasure, and the adventures and speculations which follow unusually attractive. The unlimited credit and confidence which he enjoyed among the merchants of the city enabled him to weather all panics and pressures in the money market, and to escape unhurt all the vicissitudes of his long business career. He died Feb. 6, 1838, aged seventy-seven.

Abraham Kintzing withdrew in 1812 from the firm of Pratt & Kintzing, and organized that of Kintzing, Son & Coxe (Francis S. Coxe). Impaired health and blindness soon compelled him to retire. His business life was one of such exemplary integrity that he became the arbitrator of differences among business men, and recognized as an honest judge, though never on the judicial bench. His commanding personal appearance, his great dignity of bearing, yet gentleness of disposition, united with unostentatious charity, made him exceedingly popular and beloved. He was a director of the Bank of North America and of the old Philadelphia Insurance Company. He died in June, 1835, aged seventy-two years.

Louis Martial Jacques Crousillat was born in France

[1] As early as February, 1784, the ship "Empress" of China, Capt. Green, sailed from New York bound to Canton, where she arrived on the 26th of August. This was the first vessel that left the United States for that distant region. The sloop "Experiment," Capt. Dean, of New York, is said to have been the second. The "Canton," Capt. Truxton, was the third.

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James L. Mifflin

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in 1757, and emigrated to Philadelphia in 1780. He was attached to Count Rochambeau's army for eighteen months in the capacity of purchasing agent in New Jersey and Pennsylvania, in which employment he gave great satisfaction, and by his commissions made about seven thousand pounds, with which he established himself as a shipping merchant, trading to St. Domingo and Marseilles. He was the first French shipping merchant in Philadelphia after the Revolution. He opened the import trade of fine French china. In 1794 he purchased of Mr. Mulligan a farm on the Schuylkill, "Point Breeze," on which he raised fruit from imported stock. He retired from business about 1802. He was an enterprising, upright merchant, a kind and hospitable gentleman. He died in July, 1836, in his eightieth year.

The house of Jesse and Robert Waln was largely engaged in the West India and English shipping business, and afterward in East India and China trade. Robert Waln was a member of the Legislature for some years, and of Congress in 1798. He was an unwavering Federalist. During the war of 1812–15 he erected a cotton-factory in Trenton, N. J., which was one of the first built in that State. He had large interests in the iron-works at Phœnixville. His interests in these manufactures made him an ardent protectionist. The tariff acts of 1816, 1824, and 1828 drew out the "Boston Report," by Henry Lee, by the reasoning and figures of which the cause of "protection" seemed to have been overthrown. The Pennsylvania Society for the Encouragement of Manufactures selected Mr. Waln as the person most fitted by abilities and familiarity with the subject to make the reply to the "Boston Report." His reply was able, and by its friends regarded as "triumphant." His "Seven Letters to Elias Hicks" are papers on Quaker subjects. He filled many places of honor and trust, and died in 1836, aged seventy-one.

The patriarch of the illustrious Mifflin family in Pennsylvania was John Mifflin, who emigrated to America from Wiltshire, England, at some date prior to 1684, in which year he married, in this country, Elizabeth Hadley, a native of Derbyshire, England. The issue of the union was five children,—Edward, George, John, Jonathan, and Jane. George, the second son, wedded in Philadelphia, Feb. 18, 1714, Esther, the daughter of Hugh and Deborah Cordry, by whom he had six children. One of them, John Mifflin, who became a provincial councilor, was born Jan. 18, 1715. He entered mercantile life, in which he attained the highest rank, but his business pursuits did not prevent him from sparing much of his time to that public service for which his ability and integrity thoroughly fitted him. For twelve years he was a director of the Philadelphia Library. He was elected in 1747 a member of the Common Council of Philadelphia, and an alderman in 1751. On Nov. 2, 1755, he was chosen to the Provincial Council of Pennsylvania. He died in February, 1759, and was interred in the Friends' burying-ground. The eldest of the sixteen children that he had by his two wives was the celebrated Governor Thomas Mifflin. George, the second son of John, was a Philadelphia merchant, and was for some years in business partnership with his brother Thomas. He died July 14, 1785. His wife, whom he married Oct. 15, 1772, was Martha, the daughter of Joseph Morris. Their children were Thomas and Elizabeth, the latter becoming the wife of Dr. Caspar Wistar. Thomas Mifflin followed his ancestors in a commercial career, and, like them, was a member of the Society of Friends until, in 1794, he was "read out of meeting" for engaging in military duty in suppressing the Whiskey Insurrection. His death occurred in April, 1820. On June 20, 1799, he was married to Sarah, the daughter of Ebenezer Large, of Bristol, Bucks Co., a prosperous flour merchant. James Large Mifflin was their eldest son, and was born June 18, 1800, at the family residence, on the north side of Spruce Street, below Fourth. He was educated in his native city, and on April 16, 1818, when still three years under his majority, he entered into partnership with John Jennings, George W. Jones, and Joseph Archer, to conduct an auction business in all goods pertaining to the Canton (China) trade, on the west side of Front Street, above Chestnut. Each partner contributed twenty-five thousand dollars to the joint capital, and Mr. Mifflin acted as cashier and financial manager. The business was very prosperous, and grew to large proportions, as much as eight hundred thousand dollars in cash passing through Mr. Mifflin's hands in the single month of June, 1819. In 1823, the auction commission of Mr. Jones having expired, the firm was dissolved, after five years of an honorable business career. In 1824, Mr. Mifflin entered into partnership with a son of Joseph Archer, in the legitimate Canton trade in all its branches. They were established on Front Street, a short distance north of the old firm, and on a property that has ever since been retained in the Mifflin family.

Mr. Mifflin was the first Canton merchant who brought into this country the well-known Caykar (or cocoa) matting, the original lot coming over in his ship, the "Nassau," commanded by Capt. Hewitt. The business connection of Mr. Mifflin and Mr. Archer ran through some fifteen years, when Mr. Archer withdrew, and Mr. Mifflin became the sole head of the house, whose operations he extended by dealing very largely in cotton. The great fire of 1839 swept away such a large proportion of his stores and offices that he decided to retire to private life. This he did, and was not again engaged in any commercial ventures. He was a member of the Society of Friends. In June, 1844, he was married to Theresa, daughter of Curtis and Mary Worrell, of Chester County, who survived him, and is still living. Their

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three children are James, Dorothea Theresa, and Thomas Mifflin. James Large Mifflin died on Sept. 25, 1872, and was buried in Laurel Hill Cemetery.

In those early days of Philadelphia, countries gave their name to different "trades,"[1] and the East India trade, the China trade, the Liverpool trade, the London trade, the St. Croix, Spanish main, and Havana trade were distinct in their goods, and often conducted exclusively by different mercantile houses. The "East Indiamen" at the "India wharf," between Walnut

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[1] The following is a list of vessels engaged in "trading" from Philadelphia in 1800. Those engaged in West India trade were as follows:

Ships.	Masters.	Port of Trade.	Consignees.
Pallas	Mariner	Curaçoa	
Pomona	Patriarch	Martinique	
Columbia	Kelly	Matanzas	Nicklin & Griffith.
Dispatch	Maxwell	Pt. Republican	William Haslett.
Ceres (snow)	Woodman	St. Kitts	
Mary	Odlin	Cape François	J. Yard.
Devotion	Tremels	Cape François	
Neptune	Baquis	Cape François	
Phœbe	Winslow	Cape François	Robert Ralston.
Brothers	Hawkins	St. Kitts	J. Gardner.
Thos. Chalkley	Henry	St. Thomas	
Spy	West	Gonaives	
Dispatch	Martin	Gonaives	Pratt & Kintzing.
Old Tom	Morton	St. Ubes	
Criterion	Weeks	St. Ubes	
Superior	Conyngham	Havana	
Adventurer	Sillitridge	Havana	
Good Friends	Earl	Havana	Stephen Girard.
Fair American	Breevoor	Havana	A. Dutilh.
Charlotte	Cowperthwait	Havana	
Terrific	Brown	Havana	
Jane	Hayes	Jamaica	
Hope	Edmondson	Jamaica	Savage & Dugan.
Muhlenmers	Boysem	St. Croix	G. B. Dawson.
Experiment	Crane	Kingston	

Here are twenty-five vessels in the West India trade.

The following is a list of vessels which were in the East India trade, with (when given) the names of consignees. In many cases the latter were owners of the vessels; in others they were not.

Ships.	Masters.	Port of Trade.	Consignees.
New Jersey	Thompson	Canton	William Reed & Co.
Jane	McPherson	Canton	Ross & Simpson.
Canton	Dale	Canton	Willing & Francis.
America	Sims	Canton	Nicklin & Griffith.
Missouri	Vicary	Canton	
Jefferson	Dougherty	Canton	
Jean	Ward	Canton	
Rebecca	McKeever	Batavia	
Columbia	Lelar	Batavia	
Molly	Swain	Batavia	
Pacific	Salter	Batavia	
Hope	Edmondson	Batavia	
Day	Adlin	Batavia	
George Barclay	Whiteman	Batavia	
Pennsylvania	Yorke	Batavia	Gurney & Smith.
Richmond	Glenn	Batavia	Jesse & R. Waln.
Washington	Williamson	Batavia	
Asia	Morgan	Batavia	
Jefferson	Morris	Batavia	
China	Josiah	Batavia	
Belvidere	Dawson	Batavia	
John Bulkley	Stokely	Batavia	William Waln.
Magens	Hawley	Batavia	Montgomery & Newbold.
Dispatch	Davis	Batavia	
Neptune	Jeffries	Calcutta	
Canton	McLaughlin	Calcutta	
India	Ashmead	Calcutta	Joseph S. Lewis.
Kingston	Morris	Calcutta	
Delaware	Clay	Calcutta	J. Howell.
William Penn	Volans	Calcutta	J. & R. Waln.
Ulysses	Mugford	Calcutta	J. Stille, Jr.
Perseverance	Williamson	Calcutta	
Roebuck	Stirling	Calcutta	Willing & Francis.
Criterion	Weeks	Calcutta	
Philadelphia	Bliss	Calcutta	
Harmony	Kollock	Calcutta	J. Miller.
Eclipse	Johns	Calcutta	
Atlantic	Waters	Madras	
Swift Packet	Richards	Surinam	N. & J. Frazier.
Margaret	Derby	Sumatra	

Here are forty vessels in the trade to East India and China alone. It is true, they were not large in comparison to present burthens; but they would average two hundred and fifty to three hundred and fifty tons. They were able to make about one round trip a year, including the time spent in port; some might do it ten months. The passages were from one hundred and twenty-five to one hundred and fifty days. In this year there was an arrival of the ship "Charles Blythewood," from the coast of Africa, with ivory, palm oils, dyewoods, etc., consigned to Peter Blight, and the ship "Iris," Crosby, was cleared for Alexandria, in Egypt.

The following will show what Philadelphia was doing in trade with Great Britain eighty-four years ago. It is condensed from the ship news of 1800, and shows a more extensive commerce with the old country than with the East Indies:

Ships.	Masters.	Port of Trade.	Consignees.
George	Walt	London	
Adriana	Fletcher	London	
Phœbe Ann			
B. Franklin	Seakey	London	
Aurora	Collet	London	
Fame	Jones	London	
Roebuck	Esser	London	T. & J. Clifford.
Active	McDougal	London	Davy, Roberts & Co.
America	Swain	London	Nicklin & Griffith.
Lavinia	Vickery	London	P. Blight.
Kensington	Adamson	London	
Pennsylvania	Yorke	London	Gurney & Smith.
Nestor	Walt	Liverpool	
America	Iands	Liverpool	
Galen	Smith	Liverpool	Abel Humphreys.
Kingston	King	Liverpool	
Swanwick	Kirkbride	Liverpool	
Friendship	Ward		
Gen. Washington	Davis	Liverpool	
Suffolk	Whipple	Liverpool	
Prudence	Mitchell	Liverpool	
Molly	Calvert	Liverpool	Nicklin & Griffith.
Orono	Middleton	Liverpool	J. Steinmetz.
Old Tom	Morton	Liverpool	W. & S. Keith.
Pomona	Merrill	Liverpool	
Abigail	Webber	Liverpool	M. Wharton.
Elizabeth	Dyer	Liverpool	—— Warder.
Volant	Hovey	Liverpool	
Rose	James	Liverpool	
Edward	Beard	Liverpool	J. Brown.
Atlantic	Parker	Liverpool	W. & S. Keith.
Thomas Williston		Liverpool	
Tillman	Harker	Liverpool	Taggart & Smith.
Thomas Wilson	Gwinn	Liverpool	Shoemaker & Barret.
Amiable	Tillinghast	Liverpool	J. Warder.
Pennsylvania	Yorke	Liverpool	
Belvidere	Ross	Liverpool	Nicklin & Griffith.
Mohawk	Weatherby	Liverpool	
Minerva	Weatherby	Liverpool	
Patty (barque)	Snell	Cork	
Amity	McLevan	Cork, Bristol	J. Passmore.
Franklin	Tucker	Cork	
Hannah	Brown	Greenock	W. Young.
George	Rice	Hull	
Phœbe Ann	Gardner	Cowes	
Stafford	Kennedy	Newry	
Prosperity	Jungan	Dublin	
Atlantic	Corran	Londonderry	
Lavinia	Stevenson	Londonderry	
Brothers	Gray	Londonderry	
Wilmington	Mitchell	Belfast	
Missouri	Lask		D. W. Coxe.

The following is a list of vessels which, in 1800, were sailing between Philadelphia and ports in Europe outside of the British islands:

Ships.	Masters.	Port of trade.	Consignees.
Boston Packet	Strong	Amsterdam	
Planter	Jacobs	Amsterdam	R. H. Wilcox.
Margaret	Grozart	Amsterdam	
George	McCollom	Amsterdam	
Alexander	Davy	Amsterdam	
Thomas Wilson	Smith	Amsterdam	
Harmony	Wickham	Amsterdam	
Criterion	Weeks	Amsterdam	
Sally	Hutchinson	Amsterdam	
Atlantic	Hutchins	Amsterdam	
Elizabeth	Dyer	Amsterdam	
Four Friends	Hathaway	Amsterdam	
Apollo	Adams	Madeira	
Edward	Beard	Madeira	J. H. Brown.
Neptune	Dandridge	Bordeaux	
B. Franklin	Senkey	Bordeaux	F. Breuil.
Apollo	Coggeshal	Teneriffe	
Maria	Thompson	Rotterdam	
Diana	Hess	Bremen	
Tobias	Hutchinson	Barcelona	
Mary	Webb	Laguayra	
Experiment*	Kelly	Corunna	D. W. Coxe.
Polly*	Kenney	Gibraltar	

* Snows. A "snow" was a vessel with three masts. The foremast and mainmast resembled those in a ship, while the mizzenmast was a single stick rigged with a trysail. A snow was, with slight variation, like the modern barque.

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and Chestnut Streets, and the "India stores" of Robert Morris indicate the breadth of the commerce immediately after the Revolution. It was about that time that Robert Morris bought the United States frigate "Alliance," and fitted her for the East Indies.

Ships.	Masters.	Port of trade.	Consignees.
Sally	McPherson	Hamburg	
Mary Ann	Stewart	Hamburg	
Voltaire	Bowen	Hamburg	Stephen Girard.
Eagle	Derrit	Hamburg	
Anna	Jurgens	Hamburg	J. Sperry & Co.
Farmer	Gibson	Hamburg	Savage & Dugan.
Richmond	Glenn	Hamburg	J. & R. Waln.
Pennsylvania	Yorke	Hamburg	
Louisa	Haggard	Leghorn	
Providence	Adams	Leghorn	Smith & Ridgway.
Charlotte	Kunigson	Lisbon	
Thos. Chalkley	De Hart	Lisbon	
Liberty	Corran	Lisbon	
Fair American	Findlay	Lisbon	
Active	Harper	Lisbon	
Farmer	Gibson	St. Sebastian	
Eclipse	Riler	St Sebastian	
Manchester	Cox	St. Sebastian	T Murgatroyd.
Little Maria		St. Sebastian	
Minerva	Anderson	St. Sebastian	
Little Maria	Pyle	St. Sebastian	
Polly	Lake	St. Sebastian	F. Breuil.
Mary	Woods	Madeira	
Pacific	Salter	Madeira	
Spy	Ward	Madeira	
Ulysses	Mugford	Leghorn	
Philadelphia	Parsons	Leghorn	T. & J. Clifford.

Here are fifty entrances for vessels in the European trade, showing great activity in Philadelphia commerce, considering the smallness of population.

The following is a list of ships in the China trade sailing from the port of Philadelphia prior to 1822:

Ships.	Masters.	Owners.
Thomas Scattergood	Phillips	Edward Thomson.
Addison	McCall	Edward Thomson.
Adriana	Phillips	Edward Thomson.
Benjamin Rush	Guerdon	Edward Thomson.
William Savery	Isaacs	Edward Thomson.
Atlantic	McCall	Edward Thomson.
China Packet	Hewitt	Stephen Girard.
Superb	George	Stephen Girard.
Rousseau	McLellan	Stephen Girard.
Voltaire	Isaacs	Stephen Girard.
Montesquieu	Thompson	Stephen Girard.
Helvetius	Irvine	Stephen Girard.
North American	Barden	Stephen Girard.
Superior	Shoup	Wm. Hodge & Co.
Washington		Wm. Hodge & Co.
Dorothea (1st, lost)	Clunie	Lewis Clapier.
Dorothea (2d, new)	Davis	Lewis Clapier.
Phoenix	McKibben	Lewis Clapier.
Clothier		
Caledonia	Israel	
Tobacco Plant	Reed	Brown Bros. & Co.
Pacific	Sharp	Wharton Evans.
George and Albert	Thomas	
Bingham	Fleming	Willing & Francis.
Coromandel	Day	Samuel Archer.
Bengal	Skinner	Willing & Francis.
Asia	Morgan	Whitton Evans.
Factor	Sherd	Whitton Evans.
Columbia	Lelar	Lelar.

The above list comprises about all the ships engaged in the China trade—not the East India trade—prior to the date given. Some of the ships date as far back as the war of 1812. The following is a list of the ships in the China trade, sailing from the port of Philadelphia, between 1822 and (about) 1830:

Ships.	Masters.	Owners.
Venice	Fleming	John McCrea.
Fanny	Foulke	John McCrea.
Pennsylvania	Berry	John McCrea.
Liberty	McDowell	John McCrea.
J. N. Gossler	Christopher	John McCrea.
Hope		John McCrea.
Lehigh	Rogers	John McCrea.
Osage	Ashton	John McCrea.
Mary	Welsh	John McCrea.
Commerce		John McCrea.
Hopewell	Johnson	White, Stevens & Co.
Sabina		White, Stevens & Co.
Levant	Foulke	

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"Sept. 19, 1788, the ship 'Alliance,' Thomas Reed commander and George Harrison supercargo, arrived from Canton, consigned to Isaac Hazlehurst & Co." (of which Robert Morris was the company). Such is the record of her first and only voyage as a merchantman, after which she found her resting-place at Petty's Island, where, "'tis said, some of her ribs yet (1860) perpetuate the fact of her existence." In these "India stores" Thomas Willing and John Swanwick carried on their share of the "East India trade." Jesse and Robert Waln, in 1796, at Waln's wharf, near Spruce Street, were extensively engaged in the East India trade, as well as in the London trade. Willings & Francis, at 21 and 23 Penn Street, were among those who engaged most extensively in the

Ships	Masters.	Owners.
Pearl	Frazer	
Philip I	Martin	Foster & Co.
New Jersey	Whitall	Whitton Evans.
Telegraph	Coffin	Whitton Evans.
Woodrop Sims		Edward Thomson.
Rebecca Sims	Brewton	Joseph Sims.
Messenger	Smith	Hollingshead, Platt & Co.
White Squall		Hollingshead, Platt & Co.
Walter	Engle	Brown Brothers & Co.
Isabella	Leeds	Brown Brothers & Co.
Morrison	Barden	Blythe & Co.
Nassau	Hewitt	
Italy	Ritchie	
Globe	Dixey	Eyre & Massey.
Robert Fulton	Dulis	Blythe & Co.
Henry Pratt	Rogers	Borie, McKean & Co.
Valparaiso	Lockwood	Hollingshead, Platt & Co.
Brigs.		
Erie	Gallagher	
Delight	Conyngham	
Latona	Kirk	

The above comprises most, if not all, the vessels in the China trade from say 1822 to 1830, or perhaps some of them a few years later. Doubtless a few have been omitted, but not many. Enough is shown, however, to indicate the great loss Philadelphia has sustained in her commercial interests by what must be attributed to the apathy of her merchants. In this connection it may not be out of place to state that a few years ago there were three lines of packets—twelve ships—sailing regularly to Liverpool, two regular ships to London, two to Amsterdam, several vessels to the west coast of Africa, and quite a fleet of brigs and barks to Rio de Janeiro and Pernambuco. It should be borne in mind that the sizes of vessels at the beginning of this century were very different from what they are at the present time. For instance, the ships "Woodrop Sims" and "Rebecca Sims" registered 566 and 568 tons respectively. They were built in 1800, and were the largest ships in the American merchant marine. In fact, they were so until 1822 or 1823. We have at the present day many coasting schooners that could carry the cargoes of both the said ships, with about all their material also. The difference in the number of men carried by ships then and now is simply wonderful. One of the above ships carried 25 all told. This would give 50 for the two ships; while we have coasting schooners that carry 1400 tons of coal, with a complement of 9 and 10 all told. The "Rebecca Sims," after many voyages in the whaling business, ended her career as one of the "stone fleet" which were sunk off Charleston harbor in 1862 to obstruct the navigation thereof. About 1825 three ships arrived from China in one afternoon. They always fired a salute of 21 guns when coming round the "Point House," now Greenwich. They always went well armed, as the Atlantic Ocean, and particularly the China Sea, were greatly infested with pirates. The vessels always carried the funds for purchasing their cargoes in Spanish "Carolus" (dollars), as Chinamen had not learned the advantages of drafts, bills of exchange, etc. The "Montesquieu," a China packet, was captured by the British fleet at the Capes of the Delaware in April, 1813, and Stephen Girard ransomed her for $180,000 specie.

The result of this examination is a sum total as follows:

Vessels trading with the East Indies and China		40
" " "	British ports	52
" " "	Continental Europe	50
" " "	West Indies	25
		167

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East India, as well as the China trade. The "Woodrop Sims," the "Rebecca Sims," and the "Fame" brought the teas and other East India luxuries for Joseph Sims, whose country-seat was on the Ridge road, at the Laurels. Samuel Archer, in 1799, was an importer of East India muslins, at No. 35 Front Street, and afterward extended his business to the importation of all East India goods. Morris L. Hallowell, the founder of M. L. Hallowell & Co., was a clerk for Mr. Archer, and sailing to China in his employ, returned and began business as M. L. Hallowell & Co., whom Morris L. and Joshua Hallowell succeeded. Gurney & Smith, in 1799, were actively engaged in the European and Calcutta trade.

Thomas P. Cope was a prominent and became a wealthy shipping merchant in the Liverpool trade as early as 1807. He established the house of Thomas P. Cope & Son in 1821, and the same year, with the "Lancaster," of 290 tons, commanded by Capt. Dixey, and the "Tuscarora," of 397 tons, commanded by Capt. James Serrill, opened the Liverpool Packet Line. The line was sustained through all adverse circumstances. Their ships — the "Montezuma," "Algonquin," "Monongahela," and "Susquehanna" —were for many years famous. The business was enlarged, the firm being successively Thomas P. Cope & Son, Thomas P. Cope & Sons, Henry & Alfred Cope, H. & A. Cope & Co., and Cope Brothers. Several fine ships were added to the Cope Line in the course of years, among them the "Tonawanda," "Wyoming," and "Thomas P. Cope," all vessels of the largest size. Mr. Cope was the contemporary and often the rival of Mr. Girard. He filled many places of honor and trust, serving in the Legislature and Congress, member of the Select Council of the city, president of the board of commissioners of the Girard estate, a director of Girard College for orphans, president of the Board of Trade, and also of the Mercantile Library Company. Mr. Thomas P. Cope died in March, 1834, and was succeeded by his son, Alfred Cope, who died in 1875. Mr. Alfred Cope left two sons—Professor Edward D. Cope, member of the Academy of Natural Sciences, and James B. Cope, graduate of Oxford University—and a married daughter. Mr. Cope was a member of the Society of Friends (Orthodox), and a member of Germantown Meeting. He was a man of wealth, and has given largely to charities. He might be considered one of the founders of Fairmount Park, having, with his brother Henry, contributed twenty thousand dollars for the purchase of the Sedgeley estate (adjoining Lemon Hill), which was the first movement made toward expanding the park to its present dimensions. He also gave twenty-five thousand dollars to the Zoological Society, and forty thousand dollars to the Institute for Colored Youth, in Bainbridge Street, for the purpose of founding a scientific school.[1]

Jacob Gerard Koch, in 1796, was a prominent importer of German linens. Robert Ralston was in the China trade, and of him it was said, "Take him altogether, he has been justly considered as a beautiful model for the character of the merchant. . . . He did not make haste to grow rich, and thereby preserved himself from many of those sorrows with which multitudes have pierced themselves through." It was in the house of Mr. Ralston that John Welsh laid the foundation of that business character which made him pre-eminent among the early business men of the city. He retired in 1806, leaving the house of S. & W. Welsh his successors. John R. Evans purchased the store of Mr. Welsh, and in 1807 the firm of Welsh, Maris & Evans, and afterward the concern of Maris & Evans; and in 1818, Joseph R. Evans continued the "London trade" business. The ships "Electra" and the "Thames" were well known in that trade. John Welsh was among the pioneers in the shipping business of Philadelphia. Apprenticed, in 1786, in the counting-house of Joseph Russell, a prominent shipping merchant of that day, he went as supercargo to Port au Prince, and upon his return entered the counting-house of Robert Ralston as clerk. In 1794 he began mercantile business on his own account, and such was his success that he retired with wealth in 1806. He was one of the originators of the Philadelphia Bank, in 1803, of which he was a director until his death. He died in March, 1854, aged eighty-four years.

It is no exaggeration to say that at the beginning of this century the commerce of Philadelphia was coextensive with the globe, since, for instance, the ships of Eyre & Massey touched and traded at Archangel, Tonningen, Hamburg, Amsterdam, Antwerp, Havre, Bordeaux, Bayonne, Lisbon, St. Ubes, Oporto, Cadiz, St. Lucar, St. Sebastian, Gibraltar, Malaga, Barcelona, Marseilles, Sardinia, Genoa, Leghorn, Palermo, Madeira, Teneriffe, Cape de Verd Islands, Vera Cruz, Alvarado, Jamaica, St. Jago de Cuba, Havana, New Providence, San Domingo, St. Thomas, Guadaloupe, St. Croix, Curaçoa, Laguira, Maracaibo, Cayenne, Pernambuco, Corunna, in Spain, Bahia, Rio de Janeiro, Santos, Paranaquay, Buenos Ayres, Montevideo, Valparaiso, Irico, Coquimbe, Copiapo, Lima, Guayaquil, Panama, Sandwich Islands, Java, Sumatra,

[1] There was another line of Liverpool packets sailing from this port, which had more vessels than the Copes had during the early part of their history. This line was called the New Line, and the agent for some years was Samuel Spackman, No. 21 Church Alley. It was founded about 1822, and at first sailed regularly between Philadelphia and Liverpool, but subsequently the course was altered, so that the ships sailed from Philadelphia to Savannah, and from thence to Liverpool, and returned from Liverpool to Philadelphia direct. It appears from a newspaper of 1825 that at the beginning of that year this line was composed of the following ships: "Julius Cæsar," Capt. Francis M. French, 346 tons; "Globe," Capt. James Hamilton, 500 tons; "Colossus," Capt. Robert Marshall, 399 tons; "Courier," Capt. George H. Wallace, 388 tons; and "Delaware," Capt. John Hamilton, 412 tons. Their sailing days from Philadelphia were on the 20th of each month. The ship "Minerva," Capt. John C. Mayol, 380 tons, was added to this line about the middle of the year 1825, and the new ship "Bolivar," Capt. Josiah L. Wilson, took the place of the "Globe" in the latter part of the same year.

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Manilla, Canton, Calcutta, Madras, and ports in Great Britain and the United States.[1] One of the ships of this house, "The Globe," made eight voyages to China and returned. It is a remarkable fact that in the risks and adventure of this ancient shipping-house, they never made a total loss.

Mr. Massey was for many years a member of the Select Council of the city, and in turn also of the Common Council, in which he took an active part. He was chairman of the committee on opening Delaware Avenue, agreeably to the will of Stephen Girard, in 1834; also appointed by the Court of Quarter Sessions a juror of valuation of the wharf fronts; and for his general knowledge of wharf property, selected as chairman of that jury; and he, with his fellow-jurors, valued by critical arithmetical estimate, the property required for the avenue from Arch to Chestnut, and from Walnut to the lower side of Spruce Street; being owner of part of the intermediate square, he was ineligible for that duty.

Manuel Eyre, who was also brought up in the counting-room of Henry Pratt, was no less energetic or public-spirited. He was a member of the City Council, and a director of the United States Bank of 1816, and again of the same under the charter of Pennsylvania of 1836; but he was more of an agriculturist than a merchant, and he devoted mainly the last twenty years of his life to rural cares, being the owner and operator of two farms near the city, and three in the State of Delaware, indeed, a very projector of Delaware City.

Mr. Eyre was of full size, being six feet in height, square-built, and well proportioned; he had an independent but not a haughty carriage; he had a very prominent nose and strong features generally, with a thoughtful and observing eye, shaded by his hat of broader brim than fashion called for. He was a man of integrity and respectability, unmoved by any adverse crook in trade, or flow of incidental success.

He was the son of Manuel Eyre, Sr., of Kensington, an eminent shipwright there, who had been a colonel in the Revolutionary war, and subsequently a member of the Legislature of Pennsylvania.

Among the eminent merchants of Philadelphia none filled a higher place in usefulness than Paul Beck, Jr., who, at an early age was apprenticed to William Sheaff, a prominent and successful lime merchant. Upon the opening of hostilities with Great Britain he enrolled himself in the company of Capt. John Linton, of the first battalion of Philadelphia Infantry. The Revolution being over, he formed a copartnership with James Caldwell, in 1787, and from that date until his death, in 1844, his career was one of steady increase in prosperity and wealth, which latter aggregated over a million and a half dollars. He was appointed port warden, and in the exercise of the duties of his position was remarkable for his efforts to preserve and extend the facilities of the port as a resort of commerce. His designs for the restoration of William Penn's original plan of a broad and noble quay, occupying the entire space from the western side of Front Street and extending from one extremity of the city to the other, though rejected, were in a measure the means of bringing Mr. Girard to provide for the avenue along the Delaware, and to widen and straighten Water Street. He was more successful in his next effort for the general benefit of the city in connecting the Chesapeake and Delaware Bays by a canal. He was among the founders of the Pennsylvania Academy of Fine Arts, to which he bequeathed a number of his pictures. He was an efficient patron and friend to all the institutions of philanthropy, and as treasurer of Christ Church Hospital received the thanks of the vestries of Christ Church, St. Peter's and St. James'. The Institution of the Deaf and Dumb, the American Sunday-School Union, and the different churches experienced the benefits of his kind charities and valuable services.

Among the eminent early mercantile houses of Philadelphia none stood higher in character than that of Elliston and John Perot. These brothers were born in the island of Bermuda, the former on the 16th of March, 1747, and the latter on the 3d of May, 1749. After many vicissitudes of fortune in the West Indies they arrived in 1784 in the United States, and commenced business at No. 41 Water Street, between Market and Arch. Elliston Perot died Nov. 28, 1834, and John Perot on the 8th of January, 1841. The death of the former caused the dissolution of the firm, upon which the latter retired from business. The members of this ancient house were the parents of those who since that early day have also made their mark among the merchants of Philadelphia. Sansom, son of Elliston, and James, son of John, were as early as 1816 in business in the firm of Perot & Williams, and Perot & Ridgway; James and Sansom Perot, Francis and William S., sons of Elliston, together with Charles and Edward, sons of John, were in the brewing business. C. & J. Perot and Perot & Hoffman are the lineal and business descendants of this house.

Levi Hollingsworth, descended from Valentine Hollingsworth, who accompanied William Penn to Pennsylvania, was the son of Zebulon Hollingsworth, and was born at Elkton, Md., Nov. 29, 1739. He settled in Philadelphia in 1760, where he remained for sixty-four years, a conspicuous example of honesty, enterprise, economy, and industry. He was a zealous and active supporter of the American cause, using liberally his means, and exposing his person in the defense of the country. He was a member of the Philadelphia Troop of Light Horse, commanded by Abraham Markoe. This troop was equipped at its own expense, and Mr. Hollingsworth was among the first of the associates. He was sent to Canada with

[1] List furnished from the books of the concern, by Mr. Samuel Eyre, in 1845, to Mr. Abraham Ritter, for his book "Philadelphia and her Merchants," p. 61.

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specie for the payment of Gen. Montgomery's army when investing Quebec, and employed in many special services, all of which were performed with fidelity.

Among the leading houses which in Philadelphia were eminent in her commerce from 1783 to a late period in the present century may be mentioned Peter Whitesides, Isaac Hazlehurst, B. & J. Bohlen, Harvey & Davis, John Wilcox, Samuel Beck, Peter Blight, Buckridge Sims, Joseph Sims, John Swanwick, Wharton & Palmer, Savage & Dugan, Joseph Carson, Gustavus & Hugh Calhoun, Montgomery & Newbolds, Joseph Harrison, Robeson & Paul, Latimer & Murdoch, Timothy Paxson, James Vanuxem, James Crawford, Daniel & Vincent Thunn, Ducoing & Lacombe, Hartshorne, Large & Co., James C. and Samuel W. Fisher, Ambrose Vasse, Nottnagel, Montmollin & Co., Thomas Peacock, Cornelius Comegys, Baker & Comegys, William Lippincott, John Morrell, Blair McClenachan, Lewis Tarascon & Victor Journel, Brugiere & Tessiere, Robert Ralston, and Gurney & Smith.

Sam J Randall

Among the merchants of Philadelphia who have given the councils of the city, State, and Union the benefits of their experience and capacity, not one has risen to a higher place in the public estimation than the Hon. Samuel J. Randall, who, without abandoning the counting-room, has filled nearly every position of honor and trust in the gift of the people among whom he lives. Born on the 10th of October, 1828, he received an excellent practical education, chiefly in the public schools of the city; at the age of seventeen he entered a large dry-goods house, but immediately on attaining his majority he entered the political arena, and became a member of the City Councils, serving for three years immediately after the consolidation of the city. His service in the City Councils won the gratitude and confidence of the people he represented. In 1858–59 he served for the unexpired term of Charles B. Penrose in the State Senate, and in 1862, by an overwhelming majority, was elected from the First Congressional District of Pennsylvania to the House of Representatives. He was re-elected to the Thirty-ninth Congress, and, with unbroken success, has been returned to the Fortieth, Forty-first, Forty-second, Forty-third, Forty-fourth, Forty-fifth, Forty-sixth, Forty-seventh, and Forty-eighth Congresses. On almost every important committee he has served to shape legislation, and as chairman of the Committee on Appropriations in 1875, and again in 1884, he has been recognized as the leader in all measures of economy and policy looking to reform and retrenchment. As Speaker of the House he was recognized as the first and ablest parliamentarian of the country; as a leader of a party he has shown sagacity, tact, courage, and ability; and as a statesman he has elucidated some of the most intricate problems in political economy. A Democrat of the strictest kind, he has never failed to take his stand in advance of his party on all questions where principle was involved or the economies or industries of the people were threatened. Whether the goal of American ambition will yet be won by Mr. Randall is uncertain, but there is no question that his integrity of purpose, faithfulness in trust and ability, entitle him to the highest honor of his country.

France and England, as well as Spain and other European powers, endeavored to restrict the trade of neutral nations by decrees, orders in council, and embargoes, which resulted in frequent depredations upon

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American commerce. The French decree of May 9, 1793, was followed by the British order of June 8, 1793, prohibiting flour and meal from being carried to France or to any port occupied by French armies. The treaty of 1794, commonly called the Jay treaty, compensated the commerce of this country by the payment by England of $10,000,000 for property illegally taken. France, viewing this Jay treaty as violative of previous engagements made with her during the Revolution, commenced a general seizure and confiscation of American vessels and cargoes. The treaty of 1800 with France settled these difficulties with that nation.

The Treaty of Amiens, in 1801, gave a short respite to Europe, and materially reduced the exports from Philadelphia, which, in 1801, were $17,438,193; in 1802, $12,677,475; and in 1803, $7,525,710. The registered tonnage in 1801 was 109,036; in 1802, 64,637; and in 1803, 67,629. The resumption of hostilities in Europe in 1803 gave an immediate impulse to her commerce. In 1804 the value of her exports was $11,030,157; in 1805, $13,762,252; in 1806, $17,574,702; and in 1807, $16,864,744. Her registered tonnage rose in 1804 to 71,199; in 1805, to 77,239; in 1806, to 86,728; and in 1807 to 93,993. In 1803, Great Britain revived and put in force the celebrated rule of 1756 as to neutrals, which declared that neutrals in time of war could engage in no trade which they had not been accustomed to carry on in time of peace. Her Admiralty Courts enforced this arbitrary rule against the American vessel "Essex," which, with her cargo, was condemned. Under this ruling many American vessels were seized and brought into English ports.

The commercial feature of Jay's treaty expired in 1804, and there existed no treaty with England in relation to commerce. President Jefferson rejected the treaty made by Monroe and Pinckney with the Fox administration in 1806, and resorted in 1807 to the Embargo Act, by which the whole external commerce of the country was withdrawn from the ocean. Under this act the commerce of Philadelphia fell in 1808 to $4,013,330.[1]

The "continental system" of Napoleon began with the Berlin Decree of Nov. 11, 1807, prohibiting the importation of British produce and manufactures on the continent. It was retaliated by the English order of Nov. 11, 1807, by which vessels trading with France or her allies were ordered, on pain of condemnation, to stop at a British port, submit their cargoes to inspection, and pay a duty on the same. Napoleon rejoined with his Milan Decree of Dec. 17, 1807, declaring any vessel which submitted to search by an English ship or to a voyage to England for that object should be a good and lawful prize. It was a knowledge of these decrees and orders that induced President Jefferson to resort to the long embargo, which was raised March 1, 1809, and non-intercourse established with France and England, which was abandoned in May, 1810, but renewed as to England in November of the same year, and followed by a declaration of war, June 19, 1812.

The commerce of Philadelphia during the four years from 1808 to 1812 was as follows: 1809, $9,049,241, tonnage 106,622; 1810, $10,993,398, tonnage 109,692; 1811, $9,560,117, tonnage 78,518; 1812, $5,973,750, tonnage 71,281, a decrease of nearly 50 per cent. in value and 30 per cent. in tonnage.

During the war of 1812–15 the commerce of Philadelphia was greatly restricted. The value of imports and exports of the port of Philadelphia for three years was: 1812, $5,973,750; 1813, $3,577,117; 1814, not given; 1815, $4,593,919. The tonnage during the same years was, respectively, 71,281, 64,537, 64,183, and 77,199 tons.

The return of peace in 1815 revived the commerce of the United States, and particularly that of Philadelphia, but new conditions confronted the growing commerce. European nations now at peace turned their attention to the development of their own commerce and the protection of their own manufactures. The "carrying trade" was virtually at an end, so far as Philadelphia shipping was concerned; the parent State and her colonies, no longer separated by intervening hostile navies, fostered their own shipping, and gave employment to their own capital. In addition to this, the direct trade of the ports of the United States with the British West India Islands was laid under heavy restrictions that confined it almost exclusively to British ships as carriers.

The temporary protection enjoyed by domestic manufacturers during the war of 1812–15 with Great Britain having been withdrawn by the treaty of Ghent, a common ruin seemed to await all those enterprises and industries which had been fostered by the policy of the government incident to a state of war. The impolicy of withdrawing adequate protection from manufactures was strongly presented to Congress, the capacity of the country for their profitable extension being shown by the remarkable stimulus given to them by a few years of non-intercourse and war. The period of twenty-six years intervening between the peace of Paris in 1763 and the adoption of the Federal Constitution in 1789 had laid the foundation of a diversified national industry, as well as considerably relaxed its dependence on foreign countries. Another period of twenty-six years to the peace with Great Britain had witnessed a growth of domestic manufactures unparalleled in the history of

[1] The custom-house records of the port of Philadelphia show that in 1806 thirteen American vessels arrived from Canton at this port alone, of which twelve were ships, whose aggregate tonnage was 4,038.91 tons, and one brig of 187.19 tons, and each of them brought home very valuable cargoes. This fact alone contradicts the assertion of Lord Sheffield, that "it would hardly be the interest of the Americans to go to Canton, because they have no articles to send thither, nor any money." In 1816 twenty-four vessels, of which twenty-two were ships, and all belonging to the port of Philadelphia, had proceeded to ports beyond the Cape of Good Hope.

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any country. In 1815 they had become one of the principal sources of national prosperity.

The blight that overtook their prosperity will be shown in the chapter on Manufactures. For some years after the peace of Ghent they contributed little or nothing to the commercial movements of the country. Among the impediments to the expanding commerce of Philadelphia, as well as of the whole country, a mere mention can only be made of the commercial regulations of foreign countries, by which heavy duties were imposed upon the exports of this country, which greatly limited, and in some instances prohibited, their consumption. At home the manufacturing interest was strong enough in political power to shape the revenue policy of the Federal government for its own protection, and thus commerce, hampered abroad, was hindered at home. The fluctuations in the tariff laws were probably as injurious as the duties imposed.

It was not long after the peace of 1815 that public attention was turned to the improvement of the means of internal communication with the great valley of the Mississippi. The State of New York completed the Erie Canal in 1825, and immediately began to reap the benefit of that improvement. Pennsylvania, Maryland, Massachusetts, and Virginia have since followed with connections with the great West. The commercial benefits derived from this communication have not been as great to Philadelphia as to New York, probably owing to the greater cheapness of water transportation over that by rail. Be the cause whatever it may, the fact stands out prominent that from the completion of the Erie Canal New York became what Philadelphia had previously been,—the commercial emporium of the United States.[1]

The facilities of foreign commerce, as well as of domestic trade, were greatly promoted by the system of internal improvements set on foot in the State. To these works the capital of Philadelphia was largely devoted. "To aid these," Mr. Freedley says, "her merchants sold their ships; to sustain them, her capitalists declined the profits of bottomry and respondentia." Under these conditions her commerce declined, while her manufactures increased, and the vast internal trade, of which no public records are taken, followed the tracks of her railroads and canals. It was a substitution of railroads and trade with the interior for ships and foreign commerce. Mines, railroads, iron-works, and manufactories were developed to an extent never before known. By the 1st of January, 1858, $135,166,609 had been invested in railroads, and in 1877–78 that sum had been increased to $594,380,597.

The following statement of entrances and clearances will exhibit the number, nationality, and tonnage of all vessels trading to foreign ports from Philadelphia during the year ending Dec. 31, 1882:

	Entered.		Cleared.	
Country.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
American	456	283,374	337	242,883
Austrian	11	18,981	30	16,614
Belgian	8	21,039	9	23,876
British	358	418 526	311	352,380
Danish	10	6,359	8	5,717
Dutch	4	3,269	4	3,269
German	19	13,663	1	1,755
Haytien	1	316	20	15,483
Italian	153	82,857	147	78,122
Norwegian	104	66,367	104	69,292
Portuguese	4	967	4	967
Russian	17	11,460	16	9,972
Spanish	1	315	3	1,069
Swedish	11	5,883	10	5,892
Total	1179	934,366	1004	827,291

The coastwise entrances and clearances numbered, of the former, 822 vessels, with an aggregate tonnage of 547,370 tons; and of the latter, 1264 vessels, with an aggregate tonnage of 783,541 tons.

OCEAN STEAM NAVIGATION.

Number and tonnage of American and foreign steamers entered and cleared at Philadelphia, 1882:

Entered.	Number.	Tonnage.
American steamers, with cargoes	69	123,575
" " in ballast	.....	.....
Foreign steamers, with cargoes	112	279,272
" " in ballast	1	1,124
Total	182	403,971
Cleared.		
American steamers, with cargoes	61	125,073
" " in ballast	8	3,223
Foreign steamers, with cargoes	81	224,013
" " in ballast	9	12,294
Total	159	364,603

The value of the foreign commerce of the port of Philadelphia for the year ending June 30, 1882, was 4.90 per cent. of the whole commerce of the United States, and made Philadelphia rank fifth in the order of ports,—New York, Boston, San Francisco, and New Orleans exceeding her. The number of immigrants arriving in the same fiscal year was 36,284; the duties collected amounted to $11,610,326.29, or 5.37 per cent. of the whole amount collected, making her the third in rank of collection districts. The tonnage of the port was, in 1860, 185,162 tons, or 3.70 per cent. of the whole tonnage of the country; in 1870, 300,000 tons,

[1] A writer in "Notes and Queries" of the *Sunday Dispatch* says that "the last clearance and arrival of a ship to and from Canton from Philadelphia was the ship 'Globe,' Capt. Dixey. She left this port in August, 1832, and arrived back in the month of July, 1833. The ship 'Osage' left this port for Canton in 1842, but on her return she went to New York. The 'Globe' was sent out by the house of Eyre & Massey, at that time one of our leading mercantile firms. It is rather mortifying to think that our foreign commerce has dwindled down to nothing, and every project that has been started in that way has been a failure. For instance, our line of steamers to Europe. In 1851 the 'City of Glasgow' arrived from Liverpool, 'and there was a great jollification' with the members of the Legislature, and a banquet at the Chinese Museum. After a few trips the enterprise fell through. I can mention many other projects: the 'grain elevator,' for instance, at the foot of Washington Avenue. As Col. James Page remarked, when he was in Select Council, 'Heaven save our city, when all the grain and produce brought by the Pennsylvania Railroad leaves us at Pittsburgh and goes to New York!' At the time I speak of (1832) I was a young man in the counting-house of S. & T. G. Hollingsworth, on the wharf below Spruce Street, and our wharves had a different appearance then from what they have at the present time. Walk from Vine Street down along the avenue, and you see nothing but a collection of little fruit and produce stores now."

or 4.79 per cent.; in 1882, 1,055,961 tons, or 7.20 per cent.

The amount of duties collected at the port of Philadelphia on imports on account of customs was, for 1881, $10,445,371.90, and for 1882, $12,994,813.70, showing an increase of $2,549,441.80. The value of imports in American vessels at Philadelphia, for 1882, was $15,414,524, and in foreign vessels, $22,251,965; total, $37,666,489.

The following statement of the direct imports at the port of Philadelphia will show the total values of free and dutiable commodities on American and foreign vessels from each country, with the grand totals for the year ending Dec. 31, 1882:

Countries.	Free.	Dutiable.	American Vessels.	Foreign Vessels.	Total Values.
Argentine Republic	$64,218	.....	.....	$64,218	$64,218
Belgium	130,760	$1,251,344	$20,520	1,361,584	1,382,104
Brazil	.....	325,004	64,968	260,036	325,004
Chili	54,578	422	1,538	53,462	55,000
Cuba	40,581	10,155,683	6,005,629	4,190,635	10,196,264
Denmark	.....	12,649	.....	12,649	12,649
England	2,597,694	18,061,431	8,150,742	12,508,383	20,659,125
British West Indies	101,140	352,374	368,061	85,453	453,514
British Guiana	.....	297,048	.....	297,048	297,048
France	21,489	87,544	287	108,746	109,033
French West Indies	75	602,106	311,817	290,364	602,181
French Possessions in Africa	.....	16,578	.....	16,578	16,578
Germany	247,992	254,946	.....	502,938	502,938
Greenland	90,063	.....	27,281	62,782	90,063
Hayti	119,880	3	79,934	39,919	119,853
Italy	538,245	700,238	.....	1,238,483	1,238,483
Netherlands	14,275	166,428	.....	180,703	180,703
Nova Scotia	45,588	47,459	70,242	22,805	93,047
Peru	211,079	.....	34,380	176,699	211,079
Portugal	131,583	5,412	.....	136,995	136,995
Porto Rico	384	371,380	261,674	110,090	371,764
Scotland	.....	1,705	.....	1,705	1,705
Spain	20,003	429,675	10,288	439,390	449,678
Sweden and Norway	.....	44,649	.....	44,649	44,649
Turkey in Asia	37,523	21	.....	37,544	37,544
United States of Colombia	3,967	.....	.....	3,967	3,967
Venezuela	2,967	.....	2,967	.....	2,967
Delaware Breakwater	206	.....	206	.....	206
Townsend's Inlet	4,100	.....	.....	4,100	4,100
	$4,478,390	$33,184,099	$15,410,524	$22,251,965	$37,662,489
Hayti, bullion	4,000	.....	4,000	.....	4,000
Totals	$4,482,390	$33,184,099	$15,414,524	$22,251,965	$37,666,489

The annual receipts of flour and grain at Philadelphia, from 1875 to 1882, inclusive, were as follows:

	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
Flour (barrels)	822,190	970,781	740,330	979,380	834,840	933,944	968,476	1,268,332
Corn-meal (barrels)	.....	.....	.....	.....	.....	5,125	.....	.....
" (sacks)	.....	.....	.....	.....	.....	.....	.....	.....
Wheat (bushels)	5,550,800	4,485,000	4,011,400	11,976,350	20,074,100	15,123,330	8,312,605	6,732,872
Corn "	7,130,000	20,261,675	13,886,400	23,385,900	18,297,000	24,950,750	11,145,367	3,801,100
Oats "	3,820,400	4,484,000	2,505,300	3,798,350	3,499,800	3,638,760	3,432,089	3,082,482
Barley "	1,652,700	1,361,850	764,400	914,400	955,500	1,049,600	1,211,900	894,500
Rye "	187,550	679,100	334,570	296,750	687,500	117,000	107,537	50,512
Pease "	.....	.....	.....	.....	.....	.....	.....	.....
Malt "	.....	135,035	216,925	207,000	127,500	.....	.....	.....
Total grain (bushels)	18,341,450	31,456,660	21,718,895	40,577,750	43,641,675	44,879,440	24,209,298	14,561,466
Flour and meal to "	4,110,950	4,853,905	3,701,650	4,896,900	3,756,780	4,233,248		
Total flour and grain (bushels)	22,452,400	36,310,565	25,420,545	45,474,650	47,398,455	49,102,688		

The decline of the commerce of Philadelphia was more apparent than real. The foreign arrivals in 1851 were 576, while those of 1852 were 676. In 1852 the coastwise arrivals were 30,715, an increase of 4251 over those of 1851; to these must be added the 7830 arrivals at Port Richmond, making a total of 38,505, and for 1852, 39,224.

In 1851 a line of steamships was established between Philadelphia and Liverpool; the ships were the "City of Manchester," the "City of Glasgow," the "City of Pittsburgh," and the "City of Philadelphia." The "City of Glasgow" foundered at sea (as is supposed) in March, 1854. She left Philadelphia March 1, 1854, and was never heard of afterward. The "City of Philadelphia" struck on Cape Race, Sept. 15, 1854, and was lost. At the outbreak of the Crimean war, in 1854, the others were taken by the British government for transport service, and the

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Philadelphia line was broken up. After the conclusion of the war it was re-established, but instead of coming to Philadelphia, its place of destination was changed to New York. The coastwise trade extended by regular lines to New York, Boston, Charleston, New Orleans and the other intermediate cities, carrying the coal, iron, lime, the products of great manufactories, as well as wheat, corn, and flour, and bringing back naval stores, cotton, rice, timber, and the agricultural products of the Atlantic seaboard States. The extent and gradual growth and development of the commerce of the port of Philadelphia will be seen in the following table of the value of the exports and imports at Philadelphia for sixty-three years, ending June 30, 1883.

	Exports.	Imports.
1821	$7,691,217	$8,158,922
1822	9,047,802	11,874,170
1823	9,617,192	13,696,770
1824	9,164,893	11,865,531
1825	11,269,981	15,041,797
1826	8,331,722	13,551,779
1827	7,575,833	11,212,945
1828	6,051,480	22,884,408
1829	4,090,025	10,100,152
1830	4,291,793	8,702,122
1831	5,513,713	12,124,083
1832	3,516,066	10,678,358
1833	4,078,951	10,451,250
1834	3,989,746	10,479,268
1835	3,739,275	22,389,917
1836	3,971,555	15,068,233
1837	3,841,599	11,680,111
1838	3,447,161	6,260,371
1839	5,299,415	15,[illegible]50,715
1840	6,829,145	8,464,882
1841	5,152,501	10,346,698
1842	3,770,727	7,385,858
1843	2,354,948	3,760,630
1844	3,545,246	7,217,267
1845	3,574,363	8,159,227
1846	4,751,005	7,989,396
1847	8,544,391	9,587,516
1848	5,732,333	11,147,584
1849	5,[illegible]43,421	10,645,500
1850	4,501,606	12,066,154
1851	5,356,039	14,168,761
1852	5,828,571	14,785,917
1853	6,527,996	18,834,410
1854	10,104,416	21,359,306
1855	6,274,348	15,309,945
1856	7,144,448	16,585,685
1857	7,135,156	17,850,630
1858	5,947,241	12,890,369
1859	5,298,095	15,603,769
1860	7,839,286	14,531,352
1861	10,277,948	8,004,161
1862	11,518,970	8,327,976
1863	10,628,968	6,269,530
1864	13,664,862	7,135,685
1865	12,582,152	5,645,755
1866	17,967,716	9,331,261
1867	14,442,393	14,071,765
1868	15,706,445	14,218,368
1869	15,872,249	16,414,535
1870	16,694,478	14,952,371
1871	20,688,551	20,820,374
1872	20,484,803	26,824,333
1873	29,683,186	29,186,925
1874	29,878,911	25,004,784
1875	31,836,727	24,011,014
1876	50,539,450	21,000,000
1877	37,823,356	20,126,042
1878	48,362,116	21,048,197
1879	50,685,838	27,224,549
1880	46,589,584	38,933,832
1881	41,162,957	29,764,278
1882	34,529,459	37,666,489
For fiscal year ending June 30, 1883.	38,147,744	33,738,556

The decline of the foreign commerce of Philadelphia was made the subject of a series of letters in 1851 by Job R. Tyson to William Peter, Her Britannic Majesty's Consul for Pennsylvania. In these letters the causes of that decline were examined and the means of reviving it discussed. Mr. Tyson reviewed the past, examined the present, and forecasted the future. The fact that New York had stepped in between Philadelphia and her foreign commerce and drawn the same away could not be denied, but the former position of pre-eminence might, in Mr. Tyson's opinion, be recovered by the exhibition of more "pluck and energy," on the part of Philadelphia merchants. "The merchants of 1851," he said, "have only to echo the sentiments of one of the non-importation resolutions of 1765 as steadfastly as they were uttered and observed by their fathers, the merchants and traders of the city of Philadelphia do unanimously agree, and the work is done." It is not within the power of individual, corporate, municipal, or State resolution to command the circumstances that make up the commerce of any port. It is not upon every fine harbor or navigable river that the marts of commerce are to be found. There are innumerable elements which, combined, fix and determine whether commerce will grow and prosper, without regard to the unanimous resolutions of merchants, or any other part of the population. The Erie Canal poured into New York the vast productions of the Northwest, and thirty years ago one city was equal to their distribution. New York and not Philadelphia reaped the benefit of that trade. The revolutions which the last thirty years have made in the material wealth of the great Northwest, the West, the Southwest, and the South, no longer put it within the capacity of any one city on the seaboard to distribute the thousands of millions of dollars worth of products raised annually by the trans-Alleghany section of the country. Philadelphia has regained very much and will regain much more of her ancient commerce, as transportation is cheapened and the products of the country are delivered at her wharves at the same or less cost than at New York. The common reason given why the trade of the country seeks New York is because New York has more capital than any other American seaport. But money or capital is only a convenient medium of exchange, and is attracted by the product which is the real value. Nor has it any more power to draw the product to it than the eagle has to draw the carcass. Money gathers at New York because the products are there, and the products go there because it is cheaper to carry them there than to Philadelphia. Transportation is king. Neither cotton, iron, coal, or any other product is sovereign. The conditions that fix the cost of transportation to market fix the amount and value of the products and their place in the commerce of the country.

The statistics which thirty years ago astonished Mr. Tyson are to-day so far excelled that even his enthusiastic predictions comprehended a commerce scarcely one-fourth of the value of that Philadelphia now enjoys. The steamship lines, which Mr. Tyson hoped would be aided by "British capitalists," are the natural result of that development of transportation which has been perfected within the last

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thirty years. By that system of transportation the products of the country came to Philadelphia, and when once the shipping interest learned that freights for their vessels could be obtained in Philadelphia as certainly and conveniently as in New York, regular lines of steamers were established to and from Antwerp and Liverpool, and irregular steamers began to arrive from other European ports. The products required by commerce being at Philadelphia, sailing vessels for India, China, the West Indies, South America, and Europe, were quick to load and unload at her wharves. The Red Star Line to Antwerp was established in 1873, the American Line to Liverpool in 1871. These lines followed, they did not precede, that wonderful development of transportation which the Pennsylvania Railroad has effected. The agricultural products of Pennsylvania alone amount in value to over $200,000,000 annually,[1] and when to this sum is added the $400,000,000 worth of goods annually produced by the manufacturers of the city, and the large amount produced by the manufacturers of the State outside of the city, together with the products from distant parts of the country, it will be seen that the basis of a commerce is already laid of which the older merchants never dreamed.

The *internal trade* of this country, in contradistinction to *foreign commerce*, has been created by the complete union of the States. Prior to the adoption of the Constitution, a cordon of State custom-houses hedged in the several States and confined within their boundaries the products of their people. The Constitution prohibiting transit duties on goods passing from one State of the Union to another, and releasing vessels employed in the coasting trade from the necessity of *entering*, the extension of trade was made possible. With the increase of population and of facilities for the transportation of merchandise by the improvement of country roads, and afterwards by the construction of canals and railroads, the interchange of commodities between the States steadily and rapidly increased, until the internal trade far exceeds in bulk and value that of the foreign commerce.

The trade of Philadelphia with the States of the Union embraces all of them, and extends into nearly every neighborhood. Her railroads not only traverse the continent from ocean to ocean, but they enter into every valley, penetrate mountain ranges, and carry the products of her industries into every hamlet of the Union. Of the volume and value of this immense trade no statistics are preserved.

What proportion of the $476,817,402 produced from the manufactures of the city in the year 1882 was absorbed by the internal trade cannot be ascertained; but as the 525 classes of manufactures embraced nearly every article which enters into consumption, and as the means of transportation were at hand for their conveyance into every section and quarter of the country, it may be fairly conjectured that the exchange of these manufactures facilitated a large and remunerative internal trade. The growth of the trade in breadstuffs has been shown in the tables of this chapter. In those tables the quantity and value of wheat flour, rye flour, and corn-meal are set forth for each year. An inspection of these records will exhibit the growth and expansion of this trade more fully than any comments. The conditions of the early trade were far different from those of the present; and if the transactions of this century far outreach those of earlier years, yet there were advantages also in those times which are unknown at present. It is of interest to recall briefly some of the earlier grain and flour dealers of Philadelphia, and trace the elements of character which made fortunes in the earlier years of this century.

Samuel Smith in 1780 occupied No. 126 North Delaware Avenue as a "flour house." He was succeeded, in 1782, by Timothy Paxon, who continued there for *forty-three years*, and he was followed in the same place and business by A. Derbyshire for nearly, if not quite, a half-century. In the days of Smith, Paxon, Latimer, Hollingsworth, Potts, and the earlier flour merchants, the business of breadstuffs was conducted on different principles and in different ways than at the present time. Then trade, if very *slow*, was also very *sure*. Levi Hollingsworth, sailing his shallop from Christiana to Philadelphia, bringing flour from the mills of Christiana, Elk, and the neighboring country, *consigned to himself*, and returning with the proceeds of sale to account with the millers, is not only an illustration of this primitive trade, but

[1] Philadelphia is the chief *entrepôt* for the agricultural productions, not only of Pennsylvania, but in part of the great Northwest, the South, and the Southwest. At her wharves, in her manufactures, and for the consumption of her vast population, the cereals of the West, the cotton of the South, and the wool of every section find as good a market as is afforded by any port in the United States. The fertile soil and quick harvest of "New Sweden" charmed the Swedish farmers, and "the green country town" of Philadelphia was the delight of Penn and his colonists. The German and Scotch-Irish settlers were farmers, and their descendants to this day possess almost all the farming lands of the State. Of the 17,994,200 acres in Pennsylvania, 11,515,965 are improved, being sixty-six per cent., and the value of her farms per acre averages $57.98, New Jersey at $86.14 being the only State which exceeds Pennsylvania in this particular. The productions of her farms are immense, being,—

	Bushels.	Value.
Corn	42,250,000	$23,237,500
Wheat	18,740,000	23,425,000
Rye	3,240,000	2,397,600
Oats	33,150,000	11,602,500
Barley	560,000	476,000
Buckwheat	2,100,000	1,554,000
Potatoes	6,800,000	5,780,000
	Pounds.	
Tobacco	13,200,000	1,188,000
	Tons.	
Hay	2,900,000	35,264,000
Live stock	4,672,000	108,097,642

In addition to these, there are 6,000,000 pounds of wool, 60,834,644 pounds of dairy products, 1,545,917 pounds of maple sugar, 39,385 gallons of syrup, 796,989 pounds of honey; and the total annual value of farming products is $183,946,027. The lumber products were worth $28,938,985. When to these are added petroleum, leather and its manufactures, glass, iron and its manufactures, the textile fabrics, and other industries, some idea may be formed of the support given by the "back-country" to the great city between two rivers, and the terminus of thousands of miles of railroad.

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also gives a fair idea of the business of an early flour merchant. In those days there was no standard weight for flour, and each barrel differed in size, and the invoices were long and complex. Nevertheless, Hollingsworth continued to be, during a business life of sixty-four years, a conspicuous example of honesty, enterprise, economy, and industry. During the period from 1760, when he settled in Philadelphia, to 1824, when he died, he saw generation succeed generation, revolution follow revolution, but still he kept his integrity unquestioned and his character unclouded by a single doubtful transaction. He knew nothing of "corners," "futures," or "margins;" if he speculated at all, it was with his *own grain*, fully paid for. He was a patriot above reproach, and a soldier without fear: a politician of the old Federalist school, and a leader by force of character and honesty of conviction.

The flour and grain commission house of J. & T. Ridgway (Jacob and Thomas) was formed in 1816, the year when frost in every month so injured the grain crops that flour rose to $14 per barrel and wheat to $3 per bushel. In 1821, Jacob Ridgway retired, and a cousin, Benjamin Ridgway, entered the house, which became that of Thomas & Benjamin Ridgway, and so continued until 1823, when Benjamin retired, and the firm became Ridgway & Livesey, by the accession of John Livesey. About this time Henry Budd was a clerk with Thomas Latimer & Co., composed of Thomas Latimer and William B. Potts; in the same house was James Steele; with Timothy Paxon was Alexander Derbyshire; Henry Sloan was in the office of R. Neff,—all men who have since made their names and characters known and respected among the merchants of Philadelphia. The house of Latimer & Livesey was dissolved in 1836 by the retirement of Livesey, and Henry Budd became a partner, the style being changed to Ridgway & Budd, which continued until 1830, when Ridgway retired, and Budd & Comly (D. J. Comly) continued the business. Mr. Ridgway was made president of the Girard Life Insurance, Annuity, and Trust Company in 1851. In the house of Robert Fleming, dealer in flour and grain, in 1832, Hugh Craig, a boy from Coleraine, Ireland, learned the mysteries of the trade as taught by a man who "retired with the comfortable sum of a million and a half of dollars." In 1838 the house of Craig, Bellas & Co. was formed, which continued in active and extensive trade until Thomas Bellas retired, in 1854.

Another Irish boy, James McHenry, whose mother kept a retail dry-goods store at No. 36 South Second Street, laid the foundations of his mercantile character among the busy scenes of Market Street, Philadelphia, where he was a clerk. James McHenry was born in Larne, Ireland, May 3, 1817, and was brought to Baltimore in 1818. His parents came to Philadelphia in 1824. From 1835 to 1838 he was employed by Trevor, Spering & Mixsell, a dry-goods jobbing house on Market Street. In 1838 he went to England and became, about 1840, a member of the house of A. R. & J. McHenry, in which house he remained until 1846, when he became a member of the firm of Allen & Anderson, one of the largest provision, grain, and flour commission houses in Liverpool. This firm failed, and in 1855, Mr. McHenry associated with Mr. Crow, and formed the house of James McHenry & Co. The operations of this house from September, 1853, to September, 1854, are given from Hunt's *Merchants' Magazine*, as follows: Cotton, bales, 59,140; flour, bbls., 348,871; wheat, bush., 424,188; Indian corn, bush., 1,066,071; Indian meal, bbls., 12,442; bacon, boxes, 31,230; bacon, hhds., 865; bacon in bulk, cwt., 7731; hams, hhds., 198; lard, tierces, 7137; lard, bbls., 7923; lard, kegs, 160; beef, tierces, 7441; pork, bbls., 1669. The great Manchester house of A. & S. Henry & Co. was of Philadelphia origin, in which city Alexander Henry "was tutored in commercial knowledge" and grounded in commercial integrity.

William B. Thomas, who was one of the founders of the Corn Exchange Association and likewise its first president, commenced the flour business at the "Gulf Mills" in 1832, where he continued until 1843, when he removed to Philadelphia, and commenced milling at Thirteenth and Willow Streets, and later with another mill at Thirteenth and Buttonwood Streets. The popularity of his flour continued to increase and his business to grow until he became the largest manufacturer of flour in the city.

Alexander G. Cattell removed from his native State, New Jersey, to Philadelphia in 1846, where he rose to the highest place in the confidence of business men for integrity, enterprise, and all that forms the basis of mercantile success. In the development of the growing grain trade of the city he was an active and zealous worker. Prominent among the founders and one of the early presidents of the Corn Exchange Association, Mr. Cattell did much to build up and extend the grain trade of the city.

Samuel Bispham, head of the house of Samuel Bispham & Sons, wholesale grocers and commission merchants, was born Oct. 14, 1796, in the house on the north side of Market Street, between Front and Second, in which Samuel Bispham, his father, lived and carried on the business of a hatter. His grandfather, Joshua Bispham, was one of the Society of Friends, and emigrated in 1738 from the town of Bispham, Lancashire, England, to settle in New Jersey as a farmer. In 1798, when the yellow fever was raging in the city, the Bispham family quitted Philadelphia, and took up residence on a farm at Moorestown, Burlington Co., N. J. From there young Samuel Bispham was often sent to Philadelphia to vend the farm produce, and in the bustle of Market Street in the first decade of the century he evinced business aptness and energy. The death of his father in 1808 threw him upon his own resources, and he accepted employment in the grocery-store of William Carman, Market Street, above Front. There he remained until 1810, when

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he went to the grocery house of John Snyder, Market Street below Ninth, as book-keeper and salesman, where he became versed in the secrets of the Western trade, then swelling into magnitude. By economy and a studious attention to business opportunities, he amassed enough capital in 1815 to go into partnership with Jacob Alter, and open a store at No. 825 Market Street, below Ninth. Those were the days of the trade between the cities and the interior by the "Conestoga wagons," and the young firm of Alter & Bispham was so successful that there was not a house on the great road between Philadelphia and Pittsburgh in which it was not known. It dealt in all kinds of groceries and country produce.

Between 1819 and 1821, an epoch of commercial distress, Mr. Bispham determined to make a tour among his country customers to collect what was due his firm. He rode horseback, and was about three weeks on the way from Philadelphia to Pittsburgh. The results, however, were so eminently satisfactory that on reaching Pittsburgh he had collected enough money to meet all the obligations of the firm of Alter & Bispham, which, on account of the general stringency, had been in a dangerous condition. The money was immediately forwarded to Philadelphia, and with this timely assistance the house was enabled to maintain a good standing, while many other firms on Market Street were prostrated or totally ruined. Mr. Bispham's reputation for energy and business talent was much enhanced by this exploit. On the retirement of Mr. Alter, in 1830, Mr. Bispham took the business entirely under his own control, and in December, 1834, he bought of Horner & Wilson the building now known as No. 629 Market Street, to which he moved at once. In September, 1851, he took into partnership his two sons, Samuel A. and John S. Bispham, and the title of the firm was changed to Samuel Bispham & Sons, as it is at present. The house commands a large trade with the West and South in groceries and dried fruits. Samuel Bispham was one of the original directors of and subscribers to the Bank of Penn Township, which is now the Penn National Bank, and of which he has been continuously a director. He was for many years a member of the board of managers of the Schuylkill Navigation Company, and from the institution of the Reliance Insurance Company has been one of its directors. In his younger days he was a Henry Clay Whig, but his opinions in religion and in politics have always leaned to the side of conservatism. He was actively interested in the public schools when, in 1834, they were first established in Pennsylvania. The name of no Philadelphian has been current in business circles for a longer number of years. He is still living, being now in the eighty-eighth year of his age, yet he attends to business daily, and overlooks the details of the house that bears his name.

The following tables exhibit the receipts of breadstuffs from the interior from 1874 to 1882:

RECEIPTS OF FLOUR.

	Barrels.		Barrels.
1882	1,268,332	1877	740,330
1881	968,476	1876	970,781
1880	933,944	1875	922,190
1879	936,880	1874	915,636
1878	979,580		

RECEIPTS OF GRAIN.

	Wheat. Bushels.	Rye. Bushels.	Corn. Bushels.	Oats. Bushels.
1882	6,732,872	50,512	3,801,100	3,082,482
1881	8,312,605	107,537	11,145,367	3,402,089
1880	15,123,330	117,000	24,950,750	3,638,760
1879	20,079,600	681,275	18,289,600	3,497,000
1878	11,976,250	296,750	23,385,900	3,789,350
1877	4,170,400	334,870	13,926,300	2,505,300
1876	4,485,000	679,100	20,261,675	4,484,[illegible]00
1875	5,550,800	187,500	7,130,000	3,820,400

There were inspected during 1880, "into elevators, warehouses," etc., 28,228 cars of wheat, 14 of wheat screenings, 38,840 of corn, 124 of rye, 11 of bran, 3005 of oats; "afloat on barges, schooners," etc., 264,230 bushels of corn, 321,935 of wheat, 850 of rye, 10,000 of oats; out for shipment, 18,042,539 bushels of corn, 12,223,863 of wheat, 5803 of rye: totals, 70,222 cars inspected, 597,015 bushels afloat, 30,282,205 bushels out for shipment.

There were inspected during the year 1882, "into warehouses, elevators," etc., 6332 cars of corn, 56 of rye, 3710 of oats, 13,873 of wheat; "afloat in barges, schooners," etc., 263,910 bushels of corn, 20,400 of oats, 424,617 of wheat; "out to vessels for shipment," 920,219 bushels of corn and 5,921,440 bushels of wheat; "out to cars for shipment," 375 cars of corn, 89 of wheat, and 45 of oats.

RECEIPTS OF SEEDS.

	1882. Bags.	1881. Bags.	1880. Bags.	1879. Bags.	1878. Bags.	1876. Bags.	1877. Bags.
Cloverseed	23,143	21,048	8,103	28,810	15,709	12,887	12,512
Timothy	10,200	8,080	12,769	10,231	8,109	10,774	19,791
Flaxseed	113,112	98,642	110,451	40,850	39,686	23,905	34,900

COTTON.

	Bales.		Bales.
1882	237,800	1878	151,970
1881	203,622	1877	144,818
1880	143,537	1876	138,962
1879	161,547		

LIVE STOCK.

	Beeves.	Cows.	Hogs.	Sheep.
1882	269,728	20,392	381,402	677,713
1881	205,912	19,609	367,876	645,792
1880	201,210	17,396	346,960	623,494
1879	197,959	16,830	341,450	619,450
1878	186,600	15,325	282,060	650,400
1877	185,350	13,120	242,400	545,870
1876	178,800	12,750	289,900	548,850
1875	140,000	11,830	243,310	491,500
1874	167,130	18,010	339,590	757,000
1873	165,860	18,405	354,900	756,750
1872	234,810	13,302	210,276	74[illegible],500
1871	125,333	11,150	199,610	795,200
1870	117,930	8,835	189,500	682,900
1860	99,845	10,637	127,964	324,564
1850	68,780	15,120	46,900	82,500

MEATS.

	Pork. Barrels.	Beef. Barrels.	Hams. Tierces.	Lard. Packages.	Shoulders. Pieces.
1880	228,120	8,831	89,686	56,202	251,145
1879	130,505	14,362	76,080	57,788	137,254
1878	165,665	8,883	107,754	65,206	.....
1877	120,105	11,400	98,754	.....	.....

BUTTER AND EGGS.

	Butter. Packages.	Eggs. Packages.
1882	123,904	156,312
1881	120,660	147,524
1880	102,132	117,925
1879	114,860	138,300
1878	100,032	114,520
1877	112,270	112,184
1876	122,217	113,766

WHISKEY.

	Highwines. Barrels.	Whiskey. Barrels.
1880	29,715	22,475
1879	28,320	25,436
1878	41,610	17,796

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WOOL.

	Bales.		Bales.
1882	162,770	1878	113,922
1881	147,443	1877	134,618
1880	124,063	1876	136,122
1879	158,736		

COAL.

	Tons.		Tons.
1882	29,500,000	1880	23,487,785
1881	29,000,000	1879	26,142,689

The following is a statement of the exports of petroleum, naphtha, and benzine from the port of Philadelphia during the year 1882: crude petroleum, 4,961,890 gallons, valued at $314,441; refined petroleum, 78,471,280 gallons, valued at $6,591,799; naphtha and benzine, 1,356,021 gallons, valued at $84,148. The exports of breadstuffs and provisions from the same port for the same period were: breadstuffs, $8,929,882; provisions, $7,833,143.

The value of domestic exports shipped to foreign ports were: American vessels, $9,770,654; foreign vessels, $24,758,805,—total value of exports to foreign countries during the year 1882 from the port of Philadelphia, $34,539,459.

CHAPTER LVI.

MANUFACTURES.[1]

THE history of the manufactures of Philadelphia is the story of the intelligence, pluck, energy, and perseverance of her individual citizens; neither accumulated capital nor corporate powers nursed their infancy nor supported their maturer years. The patient industry of the Quaker settlers planted them, the untiring energy of their descendants prospered them; and their present magnificent development is due to an individuality which recognized and followed only "the light which shineth in every man." The founders of these industries never practiced the cohesion that promotes self-interest by combination of means, purpose, and action; but by zealous individual work originated and improved their various manufactures, perfecting while developing the industry. Under this system there arose that diversity of labor which multiplies both the product and the establishments. Two centuries have passed away, and the beginning of the third witnesses 525 classes of industries prospering in the city, conducted in 11,844 establishments, employing 241,433 persons, and producing annually $476,817,402.

To trace the gradual development of this grand result, from its initial, in 1682, to the present day, with any degree of accuracy and particularity is an impossibility. To follow its traces along the pages of annals and biographies, culling a fact here and a date there, and periodically gathering the data together, is all that is possible through the earlier years of the province.[2] The energy of the founders and their successors was employed in *work* which left its *result* as the only *record* of its life. Neither date nor fact exist as to many, and those more fortunate in these respects are merely chronicled in time, without any account of trials suffered and difficulties overcome.[3] The difficulties which beset every attempt to investigate the development of manufactures are set forth by Mr. Freedley, who says,—

"Numerous attempts have been made at different times to investigate the manufacturing industry of Philadelphia. Several years ago a statistical society was organized, we believe for the express purpose of ascertaining the capital in trade and manufactures, the number of hands employed and wages paid, and the aggregate of production; but its officers, we understand, have not as yet submitted their report. More recently, a committee of highly respectable and trustworthy gentlemen, appointed by the Board of Trade, undertook the commission, but the most important information that they could ascertain and reported was that 'inquiries of this kind are exceedingly impertinent and offensive, and they will not be answered; nor can any authority compel a response to them. They will be either treated with silence or, if replied to, they will elicit no full and reliable intelligence. We do not make this assertion without ample reason.'"

The Board of Trade consequently recommend, and their advice has been heeded by us, not to extend inquiries beyond what can be precisely and accurately ascertained. It has not been the purpose of this work to investigate the private affairs of any citizen, but to trace from public records the rise and development of the industries of the city as far as practicable; examining those influences which have retarded or promoted their development, and grouping the facts as ascertained by official reports, to present, as well their existing state of development as the causes under which they have grown. The influence of legislation and the effect of political events upon manufactures are matters connected with political economy which take their color and complexion from the political education and principles of individuals. Whether protection best protects, or free trade best promotes manufactures, does not come within the scope of our inquiries.

The earliest efforts of the colonists at the manufacture of coarse woolen fabrics for their own use, excited the jealousy of English manufacturers of the same kind of fabrics, lest they should not only supply

[1] The immense number of manufacturing establishments in Philadelphia, numbering in 1882 nearly twelve thousand, made it impossible within the limited space of this history to do more than trace the size and development of manufactures with their statistical features, and compelled the authors to confine their descriptions to the leading and most prominent houses in each class.

[2] To the valuable "History of American Manufactures," by J. Leander Bishop, A.M., M.D., and to Edwin T. Freedley's work on "Philadelphia and its Manufactures," and to "The Manufactories and Manufactures of Pennsylvania of the Nineteenth Century," and the "History of Philadelphia," by Thompson Westcott, the author is indebted for most valuable assistance.

[3] "It would be desirable to trace chronologically the successive steps marking the progressive development of the manufacture of textile fabrics in this city; but, unfortunately, there are no records within our knowledge containing sufficient data for the purpose."—*Philadelphia and its Manufactures*, by Edwin T. Freedley, p. 232.

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their own necessities, but in course of time should export to foreign nations; and to prevent this, as early as 1699, Parliament declared by acts of 10 and 11 William III. that no wool, yarn, or woolen manufactures of the American plantations shall be shipped there, or even laden in order to be transported from thence to any place whatever; and again, in 1719, it was also declared "that the erecting of manufactories in the colonies tended to lessen *their dependence* upon Great Britain." Complaints continued to be made by British manufacturers, and in 1731 orders were issued to the Board of Trade to inquire and report "with respect to laws made, *manufactures* set up, or *trade* carried on detrimental to the trade, navigation, or manufactures of Great Britain." This report of the Board of Trade in respect to Pennsylvania was that her people "have fallen into the manufacture of woolen cloth, and linen cloth, for the use of their families only;" for the products being chiefly cattle and grain, "the estates of the inhabitants depended wholly on farming, which could not be managed without a certain quantity of sheep; and their wool would be entirely lost, were not their servants employed during the winter in manufacturing it for the use of their families;" and the report further remarked that "the trade of Pennsylvania lay in their exportation of provisions and lumber; no manufactures being established, and their clothing and utensils for their houses being all imported from Great Britain," and "the last letters from the Deputy Governor of Pennsylvania" showed that he did "not know of any trade carried on in that province that can be considered injurious to this kingdom. Thy do not export any woolen or linen manufactures; all they make are of a coarse sort, being for their own use. We are further informed that in this province are built many brigantines and small sloops, which they sold to the West Indies."

By the act (5 George II. 1732) the exportation of hats was prohibited, and even the number of apprentices to be taken by hat-makers restrained. In 1750, while the importation of pig and bar iron into London was permitted duty free, the erection or continuance of any mill or other engine for slitting or rolling iron, or any planing-forge, to work with a tilt-hammer, or any furnace for making steel was to be punished with a penalty of two hundred pounds, and every such mill, engine, furnace, or forge was declared to be a common nuisance, to be abated by the Governor within thirty days. In 1764–65 the Stamp Act followed, declaring null and void any instruments in writing, if not upon stamped paper.

The bill received the royal assent in March, 1765, and was the unexpected cause of stimulating American manufactures. By the non-importation agreements which were entered into generally by the people of the colonies, it was determined not to import goods from Great Britain, and to promote home manufactures in all possible ways.

The new Pitt ministry in England was convinced that the policy of its predecessors was unwise, and that the continuance of the Stamp Act would be injurious and useless. About the 26th of March, 1766, news that the bill for the repeal of the Stamp Act had passed one house of Parliament was received at Philadelphia, and it occasioned the most lively expressions of joy. Bells were rung, bonfires were kindled, and the health of the royal family was drunk. About a month afterward, and before news of the repeal of the act had been received, the brig "Lark" arrived from England with goods shipped contrary to the agreement of the merchants of the city. The committee of merchants met immediately and resolved that the merchandise should be locked up until the repeal of the Stamp Act was announced. In the mean while the attention given to American manufactures was more general than had ever been before. "A market for home-manufactured goods" had been opened about the beginning of the year on the north side of High Street, one door below Water, by William Smith, which was kept open from nine o'clock until noon every Monday, Wednesday, and Saturday. Daniel Mause, hosier, announced that he had set up a number of looms at the sign of "The Hand-in-Hand," on the west side of Second Street, between Race and Vine, where he manufactured thread and cotton stockings, hoping that the good people of this and the neighboring provinces would encourage the undertaking at a time when America called for the endeavors of all her sons. The repeal of that objectionable statute, in 1766, may have caused the suspension of some plans of commencing new industries which were under consideration, but manufactures at this time were not very successful. John Penn, writing to the Lords Commissioners for Trade and Plantations, Jan. 21, 1767, says, in reference to an inquiry as to the number of manufactures in the province, that very little encouragement was given to such schemes.

"Nor do I know of any actually carrying on at this time except two. One of them was set up about three years ago in this city by private subscription for the making of sail-cloth, ticking, and linens; but the persons concerned have already sunk money by the project, for the high price of labor will not allow any of the articles to be made at so cheap a rate as those of the same quality and goodness manufactured in England are sold for by the retailers here; they have therefore lately resolved to discontinue the undertaking. The other a glass manufactory, which was erected about four years ago in Lancaster County, seventy miles from this city, by a private person. It is still carried on, though to a very inconsiderable extent, there being no other vent for their ware, which is of a very ordinary quality, but to supply the small demands of the villages and farmers in the adjacent inland country."

In 1768 Parliament passed the act laying duties on paper, glass, painters' colors, and other articles, when imported into the colonies. New non-importation resolutions were generally agreed upon by the people of various towns and counties. These imposts remained until March, 1770, when they were removed as to all the articles except tea. The partial release did not satisfy the people, and thenceforth for some years much attention was given to the subject of do-

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mestic manufacture, and to the best method of encouraging it.

The meeting of citizens at the City Tavern, May 20, 1774, which preceded and led to the conventions which have been elsewhere explained, related primarily to political movements and measures. Manufactures and their promotion were incidental and secondary. The committees of correspondence, created for political purposes, were also intrusted to some extent with the encouragement of domestic manufactures, and their recommendations were seriously obeyed. In January, 1775, a convention of delegates from the counties of Pennsylvania was held at Philadelphia, Joseph Reed, president; Jonathan B. Smith, John Benezet, and Francis Johnston, secretaries. This convention earnestly enforced the observance of the non-importation agreements, and, to provide against the inconvenience which might result, recommended the preservation of sheep until they were four years old, and the establishment of manufactures of woolens, salt, saltpetre, iron, nails, wire, steel, paper, glass, wool, combs, cards, copper in sheets, kettles, malt liquors, and tin plates. Among other matters, they were careful to mention gunpowder, "inasmuch as there existed great necessity for it, *particularly in the Indian trade.*" They suggested the utility of raising flax, hemp, madder, wood, and dye-stuffs. They advised the exclusive use of home-manufactured articles, recommended the patronage of the printing-type foundry at Germantown which was established by Mr. Fox,[1] and urged that associations should be formed for the encouragement of domestic productions.

The woolen manufacture was also recommended, and various schemes were proposed and discussed in the newspapers by writers under the signatures of "Pennsylvania," "A Hibernian," "Jason," etc. The Hibernian proposed the formation of a patriotic society for the manufacture of woolen, with permission to raise one thousand pounds annually by lottery. Weavers, he said, could be had from Ireland. The expense of importing twenty-nine workmen, with yarn and worsted, wheels, reels, looms, steel, three pitched combs, a press, and bedding for the twenty-nine hands, he estimated at five hundred and fifty pounds. Six thousand pounds of wool, he said, could be bought for four hundred and fifty pounds. The profits of the manufacture he did not calculate. The proprietors of the china factory advertised for zaffer or zaffera, without which they could not make blue ware. This was obtained, and the desired specimens of their workmanship were made. The proprietors of these works applied to the Assembly for assistance, but nothing was done for them.

In the latter part of the year, Michael Washington exhibited at the Coffee-House several pieces of cloth manufactured by himself. It was announced that a gold medal would be given to the person who produced the best piece of woolen cloth in Lancaster County. "One had been given the previous year, weighing one ounce, having on one side a bust of the Pennsylvania farmer," with the motto, "Take away the wicked from before the King, and his throne shall be established in righteousness." On the reverse was a woman spinning with a big wheel; motto, "Frugality and industry make rich, free, and happy." Christopher Colles offered his services to the public to put up mills and hydraulic engines and the proper buildings, and to act as engineer and architect.

A seizure had been made by the Committee of Inspection in the year 1775 of goods of Joshua Fisher & Son, consisting of lead, sailcloth, Russian sheeting, duck, paints, etc., which were necessary for the public service. The Fishers were very obstinate and uncivil about the matter, and finally the Committee of Safety ordered the goods to be sold at public vendue, where they were bought for the use of the province. The scarcity of salt caused Congress soon to repeal its general disallowance of the exercise of the powers of the Committee of Inspection, at least as regarded that article. A resolution was passed on the 30th of May against the exorbitant prices exacted for salt, and again granting to the committee power to regulate the rates of sale. Accordingly, it was determined that coarse salt should be sold for 7*s.* 6*d.* per bushel, and fine salt at 8*s.*; Bohea tea at seventy-five cents per pound, and green tea at 32*s.* 6*d.* per pound. Joshua Fisher & Sons had a large quantity of salt, which they had endeavored to import in violation of the recommendation of Congress, and which was in the possession of the Committee of Inspection. Efforts were made without avail to get them to allow a sale of it. They were not disposed to be agreeable in anything that would recognize the authority of those whom they denominated "the present rulers."

In 1778 an act to encourage the manufactures of this State was passed, prohibiting the exportation of manufacturing machines for two years. John Hague received from the Assembly £100 as a recompense "for introducing into this State useful machines for carding cotton." John Hewson, calico-printer, was an applicant to the Assembly for assistance. Robert Leslie, who had invented three different methods of attaching and suspending the pendulums of clocks, whether of metal or of wood, upon entirely new principles, desired an act to protect him in his invention. James Rumsey, of Virginia, asked an act to give him special privileges in his steamboat, which petition was contested by John Fitch and Henry Voight, who also asked encouragement for their invention of a pipe boiler. Alexander Lewis, having invented "a water engine for raising water thirty-six feet above its level, and having constructed a boat of twenty-five tons burthen, capable of proceeding up any stream that would float the same, with the assistance of three men only," desired a special law to protect his in-

[1] It was unfortunately burned down in April, 1775.

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terests.[1] Thomas Paine transmitted from Paris a long report, made to the Académie Royale des Sciences by De Borda, Bosutt, and Le Roy, favorable to his iron bridge. He apprised the Assembly that there was a prospect of erecting it on the Seine, with a single arch of iron of four hundred feet; and that, in such case, it should be manufactured in America. "A second series of potash-works" were set up in the Northern Liberties, so as not to interfere with those established in Southwark.

The action of the people and government, in their purpose of freedom and independence, promoted the steady growth of domestic manufactures. Many industries, of which there exist no record, took their start and maintained a quiet growth during the years of the Revolution. With the return of peace, and the acknowledgment of the independence of the States, manufacturers put forth bolder efforts, but were soon clamoring at the doors of the Assembly for encouragement.

Mechanics of various kinds challenged attention, and asked for patronage. John Biddis, in 1783, set up a manufactory of white lead in Vine Street, between Second and Third, "opposite the sign of General Washington." He said that his lead "was allowed by the best judges in this city to be equal to any imported from Europe." He offered to sell his tavern property at Chestnut Hill, "sign of the Bonny Jockey," for pig lead to be used in this manufacture. James Sutter manufactured pure American glue in Southwark. In relation to this article, he said, "He flatters himself that he can supply the thirteen States with an article as good, if not better than, and at as low prices as imported from Europe." James Juhan, who had arrived in the city after the peace, advertised "the great American piano-forte, entirely his own invention." He lived at Fourth and Arch Streets. William Somerton, from London, took the air-furnace at Eighth and Walnut Streets, where he prepared his new invented boxes for wheel-carriages. Mason & Gibbs entered into the business of making fire-engines "of the newest construction." George Brassine, having erected a mill for making rappee snuff, and having discovered the art of manufacturing an imitation of window-glass from horn, asked encouragement from the Assembly. To the same body other persons applied for like privileges. Peter Allaire, having discovered the art of making yellow paint, and an alkali or soda for manufacturing flint-glass, desired an exclusive right for manufacturing and vending those articles. Edward Clegg, of Great Britain, being about to establish a manufactory for making corduroys and fine jeans, asked the patronage of the Assembly. So did Whitehead Humphreys, who had discovered the art of making steel from bar iron, "as good as in England"; William Shepherd, who was about to erect a mill for sawing and polishing marble. James Rumsey, of Virginia, who declared that he had invented a boat to go by the action of poles against the streams of rapid rivers, by mechanical powers (which was not a *steam*boat), had his claim resisted by Abner Cloud and Hugh Cunningham, each of whom averred a prior discovery of the same principle. Arthur Donaldson, for the invention of the "hippopotamus for cleaning out docks," was also an applicant to the Legislature. John Hewson, calico printer, asked for a loan of money from the State. The distillers of rum from molasses in Philadelphia petitioned in a body for encouragement. Robert Taylor, of Lower Merion, linen, cotton, and calico printer and bleacher, and Henry Boyle, calico printer, also asked assistance.

In 1786, John Stephens applied to the Assembly in March for a loan of £200 to enable him to prosecute to perfection his discovery of the art of making bluestone melting-pots equal to black lead crucibles. John Fitch, having discovered a method by which boats and vessels might be navigated by steam, asked exclusive right to his valuable invention. John Eve, manufacturer of gunpowder, desired the imposition of a duty on the importation of that article from foreign countries, and a bounty for the introduction of rough saltpetre. Oliver Evans, representing that he had invented machines for making cotton and woolen cards in a new, easy, and expeditious manner, and having also invented for merchant mills a machine to clean wheat and manufacture it into flour, wanted the exclusive right to those improvements for twenty-five years. Whitehead Humphreys asked for the loan of £300 to enable him to prosecute his discoveries in the art of converting bar iron into steel, in which prayer he succeeded. The committee on John Fitch's steamboat recommended the Assembly to loan him £150, but the motion was lost. George Wall, having invented a new mathematical instrument useful in surveying, asked for an act giving him special privilege to manufacture it for twenty-one years. Emanuel Bantling, who had invented a tub-bellows for blacksmiths, also asked for a special law of encouragement.

Thomas Paine petitioned the Assembly in March to countenance his plan for the erection of an iron permanent bridge over the Schuylkill. A committee was appointed on the subject, which reported favorably, and leave was granted to the subscribers to the project to bring in a bill authorizing the construction. The new model of Paine was thirteen feet eleven inches in length, the centre being between six and seven inches in width. It was constructed of narrow strips of sheet iron, and had sufficient strength to bear a weight of seven hundred pounds. The subscribers to the bridge company did not absolutely agree to take Paine's plan. They adopted resolutions

[1] A vessel from Philadelphia that had been fitted out for the slave trade, after taking a cargo of negroes to the West India Islands, came back to this city with a cargo bought with the proceeds of the adventure. The *Freeman's Journal* published an article recommending that citizens should not purchase the goods.

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in August to procure subscriptions. The bill incorporating the subscribers to the bridge named John Penn, Samuel Vaughan, Samuel Powel, Robert Morris, and others, as corporators, with a capital of $66,666.66. A committee to receive models was appointed, consisting of Thomas Mifflin, David Rittenhouse, George Clymer, Samuel Powel, David Evans, Richard Wells, Francis Bailey, Francis Hopkinson, John Kaighn, John Sellers, Thomas Harrison, Tench Coxe, Thomas Moore, John Chaloner, John Ross, and Stephen Paschall. This effort was in advance of the public disposition to aid in its accomplishment.

In 1789, the Manufacturing Society awarded the premium gold plate for painters' colors to Sylvanus Bishop, of New Haven, for specimens of ochre. The Philadelphia Society for Agriculture offered premiums for improvements in farming operations, and the Philadelphia County Society for the Encouragement of Agriculture and Domestic Manufactures added its influence toward what was considered a most important object. The latter association was established August 4th in this year, in opposition to the old society for promoting agriculture, etc. As the former had many members who were residents of the city, the county society established a rule that none but farmers should be eligible to membership.

The adoption of the Constitution of the United States by the required number of States, and the inauguration of a permanent and efficient government of the whole country, put an end to the conflicting and restricting legislation of separate States, and gave to manufactures a wider scope and better guardianship.

The manufacturers of the city looked upon the Federal Constitution as conferring the power and right of protection to the infant manufactures; and to give expression to their conviction a meeting was held in March, 1789, of manufacturers and mechanics of the city, Northern Liberties, and Southwark, to take into consideration the propriety of petitioning the Congress of the United States to lay such duties on foreign manufactures imported into the State of Pennsylvania as would give a decided preference to our mechanics. The various trades were requested to send delegates to a convention to be held the ensuing month, but nothing further was done in reference to the matter.

In the same month the mechanics and tradesmen of Baltimore forwarded their first petition to Congress, praying that the government would render the country "independent in fact as well as in name," by an early attention to the encouragement and protection of American manufactures, by imposing on "all foreign articles which could be made in America such duties as would give a decided preference to their labors."

The manufacturing committee of the Pennsylvania Society at the opening of the year held their first sale of printed cottons, corduroys, federal rib, jeans, flax, and tow linens; about the same time John Hewson was made calico-printer to the society, and the State became a subscriber for one hundred shares of the stock of the company. Edward Pole, of Philadelphia, presented a model of a silk-reel to the Philosophical Society; William Trumbull presented to the same society a specimen of petroleum found at Oil Creek, a branch of the Allegheny, and also a printed book, the leaves of which were made of the roots and bark of different trees and plants,—the first effort at that kind of manufacture.

The manufacturers of snuff and tobacco in the city numbered in 1790 at least twenty different establishments, employing not less than three hundred men and boys. These manufacturers memorialized Congress against a proposed tax upon these manufactures. The publication by Thomas Dodson of the first half-volume of the "Encyclopædia Britannica" was commenced in this year, with 246 subscribers; 1000 copies of the first volume were printed, 2000 of the second, and when he had completed the eighth the subscription extended so far that he had to reprint the first. This was the commencement of an increased enterprise in the printing business in the United States, as well as in the city. Benjamin Atkinson, of Byberry township, now a part of the city, commenced, in 1790, the first domestic manufacture of brooms from the pannicles of broom-corn (*Sorghum saccharatum*), a plant said to have been first raised in this country by Dr. Franklin, from a single seed taken from an imported whisk and planted in his garden. Mr. Atkinson raised the corn and made the brooms himself for four years, when he associated with Bezaleel Croasdale. They jointly supplied Philadelphia and neighboring towns, Baltimore, and occasionally New York, until 1815 or 1816, when others engaged in the business.

The city and suburbs, in a total population of 43,000, contained in 1790, exclusive of carpenters, masons, and other handicrafts, 2200 persons who might properly be denominated *manufacturers*, or over one-fourth part of the 8600 adult males the city was supposed to contain.

The first patents for machines for threshing grain and corn were awarded March 11, 1791, to Samuel Mulliken, of Philadelphia; and December 31st, William Pollard, of Philadelphia, patented a machine for spinning cotton by water-power. The years 1793 and 1794 were marked by the effort at increased manufactures: Arkwright spinning frames, the weaving and beating of sail duck, stocking frames, machinery for spinning and drawing gold and silver wire, the manufacture of thread, lace, and embroidery, of straw and chip hats. Wrought mohair and silk buttons were introduced and carried on with profit.

At the close of the last century there were in the city and suburbs of Philadelphia, ten rope-walks, which manufactured about 800 tons of hemp an-

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nually; thirteen breweries, which consumed 50,000 bushels of barley yearly; six sugar refineries, seven hair-powder manufactories, two rum distilleries and one rectifying distillery, three card manufactories, fifteen manufactories of earthenware, six for chocolate and four for mustard, three for cut-nails and one for patent nails, one for steel, one for aquafortis, one for sal ammoniac and Glauber's salts (which supplied the whole Union with that article), one for oil colors, eleven for brushes, two for buttons, one for morocco leather, one for parchment; besides, gun-makers, coppersmiths, hatters (of which there were 300 in the State, who made 54,000 fur and 61,000 wool hats annually), tin-plate workers, type-founders, coach-makers, cabinet-makers, ship-builders, and a variety of others. There were 31 printing-presses, printing four daily and two semi-weekly papers, one of them in the French language; two weekly journals, one of them in the German language. The catalogues of books for sale in the city contained upwards of three hundred sets of Philadelphia editions, besides a greater variety of maps and charts than was to be found anywhere else in America.[1]

Mathew Carey issued in 1798 the thirteenth volume of the *American Museum*, a periodical which contributed much to the advancement of manufactures and literature not only in the city but throughout the Union. Twelve consecutive volumes had been issued between 1787 and 1792. The eighteenth volume (quarto) of the "Encyclopædia Britannica," with numerous plates, was completed in the same year by Thomas Dodson. Three additional volumes were afterward published.

The Philadelphia Premium Society was instituted in 1801, for the purpose of fostering American industry by giving premiums for improvements in art and manufactures. Professor Robert Hare, of Philadelphia, this year invented the compound or oxy-hydrogen blow-pipe, by which many substances before deemed infusible were readily melted. By it lime and magnesia were raised to a white heat, and all well-known metals, gun-flints, and corundum gems, were burned, producing a light brighter than that of the sun.

In the invention and construction of machinery, and instruments for practical and scientific purposes, the mechanics and inventors of Philadelphia very early acquired great reputation and skill. The records of American inventions contain few names more distinguished for usefulness than Godfrey, the inventor of the quadrant; Rittenhouse, who made the first telescope constructed in America, and whose orrery and other scientific instruments displayed unusual inventive and mathematical genius; of Franklin, Evans, Fitch, Fulton, and others, whose inventive and constructive skill have added to the permanent wealth of the city, State, and Union.

The facilities of Philadelphia for a great manufacturing centre seem to have impressed foreigners very strongly. In "Travels in the United States of America in the years 1806–7, and 1809–11," by John Mellish, the writer said of Philadelphia,—

"The manufactures of this city are rising into great importance. The principal are leather of every description, a great variety of wood and iron works, ships, ropes, fermented and distilled liquors, earthenware, tin-plate, hats, stockings, and a vast variety of cloths of various descriptions. The printing business is better established here than in any other place on the continent, and gives employment to a great number of paper-mills, and to all classes connected with the book trade—printers, type-founders, engravers, bookbinders, booksellers, and stationers.

"The whole export trade of the State is carried on through this city. The exports are grain, flour, and provisions, flaxseed, timbers, various iron utensils, cordage, bark, skins, hosiery, gunpowder, ashes, candles cider, etc. The imports consist of British manufactures to a great amount, West India produce, India goods, China produce, etc. The exports of the State in 1806 amounted to $13,762,262, of which $4,365,240 was the produce of the State; and the imports may be reckoned at considerable more, as Philadelphia supplies the inhabitants of an immense back country with manufactured goods, who find an outlet for their produce by another channel, and remit in domestic produce or specie, neither of which is exhibited in the custom-house returns.

"The city is under great obligations to the Quakers, who have given a tone to the manners of the people different from what is to be found in most other places of equal extent. They are industrious and sober, and, though sufficiently commercial, they do not conduct their business in the same dashing style which is done by some commercial cities, but confine themselves within bounds, and secure what they gain."

Among the early manufactures, there were none in which citizens took more interest, or which were more frequently spoken about, than the making of floor-cloth, oilcloth, and carpet. This operation was commenced in 1807 by John Dorsey, a merchant, at the factory on Chestnut Street, between Eleventh and Twelfth, on the north side, on a lot afterward occupied by the Gothic mansion,—a building subsequently tenanted by St. John's Catholic Orphan Asylum, and succeeded by Concert Hall. It was a matter worthy of particular comment and rejoicing that in this establishment there were two looms for making a strong cloth of a quality between sail-duck and Russia sheeting. One of these could weave a piece of seven yards in width, and one man could turn out from thirty-two to forty-five yards per day. The style was similar to that of Hare's patent imported oilcloths, the material being plain and in colors, and sold at from $1.25 to $2 per yard. Old rag carpets were coated with composition at the same establishment. In 1808 the prices of Dorsey's goods were as follows: Floor-cloth carpets, one, two, and three colors, of any size, with or without border, $2.25 per square yard; three colors, $2; two colors, $1.75; one color, $1.50.

In 1808, Isaac Macaulay established a factory on Market Street, near the Schuylkill bridge, for the manufacture of oilcloth and carpetings of one, two, three, and four colors. In April, 1810, Macaulay purchased the interest of Dorsey in the factory on Chestnut Street, and he made preparations to carry on the manufacture on a more extensive scale. Mr. Macaulay removed the establishment almost immediately to the northeast corner of Broad and Filbert Streets. In the early part of 1815 he removed from

[1] Morse's Gazetteer, vol. i.

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Centre Square to the Hamilton mansion, at Bush Hill. Here he established his factory, and built for himself a fine dwelling-house adjoining. Afterward additional buildings were put up, which extended as far north on Schuylkill Fifth [Eighteenth] Street as Morris [now called Spring Garden] Street. The success in manufacturing oilcloth was very great. Macaulay was induced to undertake the manufacture of carpets. Workmen were imported from Kidderminster, England, and the carpet-looms were set up in the old Hamilton mansion. Here Mr. Macaulay spun his own yarn for carpets, and spun yarn for canvas, which was woven twenty-one feet wide, to be used for oilcloths. It is believed that in this establishment were woven the first Brussels carpets made in the United States. In 1821, Mr. Macaulay made the ingrain carpetings for the State capitol at Harrisburg. In April, 1825, a patent was granted to him for improvements in oilcloth.

The following is a summary of the principal manufacturing establishments of the city in 1811: Looms, 273; spinning-wheels, 3648; oil-mills, 3; carriage-shops, 17 (value of work in 1810, $498,500); soap- and candle-works, 28; glue manufacturers, 14; distillers, 18 (gallons distilled in 1810, 1,283,818); sugar refineries, 10; rope-walks, 15; potteries, 16; tobacco- and snuff-mills, 27; copper-, brass-, and tin-factories, 44; hatters' shops, 102; paper-mills, 7; printing-offices, 51; cutlers' shops, 28; gun-factories, 10; glass-works, 3.[1] To these may be added, from the official digest of the marshal's returns, published afterward: looms and fly-shuttles, 186; spindles in factories, 4423; stocking-looms and factories, 165; print-works, 8; print-cutting establishments, 4; nail-eries, 20; saw-factories, 2; bell-foundries, 10; shot-factories, 3; morocco-factories, 7; breweries, 17; blacksmith-shops, 201; copper-shops, 124; drug-mills, 6; brush-factories, 24; drum-makers, 5; engraving establishments, 16; book-binders, 86; printing-press factories, 2; Spanish cigar-factories, 9 (making 3,900,000 Spanish cigars in addition to 26,900,000 American cigars); wheat-mills, 33; saw-mills, 17; mahogany saw-mills, 21; brick-kilns, 30, etc.[2] The population of the city in 1810 was 111,210, that of New York by the same census being 96,372. The total value of manufactures in the city proper was $16,103,869, and for the State, $44,194,740.

From the "Picture of Philadelphia," by Dr. James Mease, in 1811, it will be perceived that the city already possessed many manufactures:

"The various coarser metallic articles, which enter so largely into the wants and business of mankind, are manufactured to a great extent, in a variety of forms, and in a substantial manner. All the various edge-tools for mechanics are extensively made, and it may be mentioned as a fact calculated to excite surprise, that our common screw-auger, an old and extensively used instrument, has been recently announced in the British publications as a capital improvement in mechanics, as it certainly is, and that all attempts by foreign artists to make this instrument durable have failed.

"The finer kinds of metals are wrought with neatness and taste. The numerous varieties of tin-ware in particular may be mentioned as worthy of attention. But above all, the working of the precious metals has reached a degree of perfection highly creditable to the artists. Silver plate, fully equal to sterling as to quality and execution, is now made, and plated wares are superior to those commonly imported in the way of trade. Floor-cloths, of great variety of patterns, without seams, and the colors bright, hard, and durable; various printed cotton stuff, warranted fast colors; earthen-ware, yellow and red, and stone-ware are extensively made; experiments show that ware equal to that of Staffordshire might be manufactured, if workmen could be procured.

"The supply of excellent patent shot is greater than the demand. All the chemical drugs, and mineral acids of superior quality, are made by several persons; also carding and spinning machines for cotton, flax, and wool. Woolen, worsted, and thread hosiery have long given employment to our German citizens, and recently cotton stockings have been extensively made.

"Paints of twenty-two different colors, brilliant and durable, are in common use from native materials, the supply of which is inexhaustible. The chromate of lead, that superb yellow color, is scarcely equaled by any foreign paints.[3] There are fifteen rope-walks in our vicinity. We no longer depend upon Europe for excellent and handsome paper-hangings, or pasteboard, or paper of any kind. The innumerable articles into which leather enters are neatly and substantially made; the article saddlery forms an immense item in the list. The leather has greatly improved in quality; the exportation of boots and shoes to the Southern States is great, and to the West Indies, before the interruption of trade, was immense. Morocco leather is extensively manufactured. The superiority of the carriages, either in respect to excellence of workmanship, fashion, or finish, has long been acknowledged. The type-foundry of Binney and Ronaldson supplies all the numerous printing-offices in the United States. There are one hundred and two hatters in the city and liberties. Tobacco, in every form, gives employ to immense capital. The refined sugar of Philadelphia has long been celebrated; ten refineries are constantly at work. Excellent japanned and pewter-ware, muskets, rifles, fowling-pieces, and pistols are made with great neatness. The cabinet-ware is elegant, and the manufacture of wood, generally, is very extensive. The houses are ornamented with marbles of various hues and qualities, from quarries near Philadelphia.

"Mar's works, at the corner of Ninth and Vine Streets, on the Ridge road, the property of Oliver Evans, consists of an iron-foundry, mould-makers' shop, steam-engine manufactory, blacksmith's shop, and mill-stone manufactory, and a steam-engine used for grinding sundry materials for the use of the works, and for turning and boring heavy cast and wrought-iron work. The buildings occupy one hundred and eighty feet front, and about thirty-five workmen are daily employed. They manufacture all cast- or wrought-iron work for machinery for mills, for grinding grain or sawing timber, for forges, rolling- and slitting-mills, sugar-mills, apple-mills, bark-mills, etc., pans of all dimensions, used by sugar-boilers, soap-boilers, etc., screws of all sizes for cotton-presses, tobacco-presses, paper-presses, cast-iron gudgeons, and boxes for mills and wagons, carriage-boxes, etc., and all kinds of small wheels and machinery for cotton- and wool-spinning, etc. Mr. Evans also makes steam-engines on improved principles, invented and patented by the proprietor, which are more powerful and less complicated and cheaper than others, requiring less fuel, and not more than one-fiftieth part of the coals commonly used. The small one at use at the works is on this improved principle, and is of great use in facilitating the manufacture of others. The proprietor has erected one of his improved steam-engines in the town of Pittsburgh, and employed to drive three pair of large millstones, with all the machinery for cleaning the grain, elevating, spreading, and stirring and cooling the meal, gathering and bolting, etc. The power is equal to twenty-four horses, and will do as much work as seventy-two horses in twenty-four hours. It would drive five pair of six feet millstones, and grind five hundred bushels of wheat in twenty-four hours.

"All kinds of castings are also made at the Eagle Works, on Schuylkill, belonging to S. & W. Richards."

[1] Mease's "Picture of Philadelphia."

[2] Coxe's "Census Digest."

[3] George C. Osborne, it is said, was the first manufacturer of water-colors in this country. He came from London, England, in the year 1808, and started the business, in company with another man, in New York. A few years after that he came to Philadelphia, and started the same business again, in company with D. B. Smith, at the northeast corner of Sixth and Arch Streets, in 1824, and remained with that gentleman until 1837, when he died, on September 1st of that year. His son, George W. Osborne, continued manufacturing water-colors in this city.

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The Columbian Chemical Society of Philadelphia was formed in 1811. In the same year a patent was issued to Edward W. Carr for a machine for cutting wood screws, and to Thomas Massey for a water loom, and to Robert Hare for a mode of ripening and keeping malt liquors and cider, consisting of air-tight casks fitted with a pneumatic cock with two orifices, etc., and to Samuel Wetherell, Jr., for a mode of washing white lead, and another for setting the beds or stocks in making white lead, and for screening and preparing white lead, and also for separating oxidized from metallic lead, in the process of making red lead, and using a machine for that purpose. The white lead made at the extensive works of the Wetherells was at that time considered by painters equal to the imported. Red lead was made to the amount of $13,000 annually by three factories in the city. The brilliant chromate of lead mentioned by Dr. Mease was first made by Mr. Godon, and the process was perfected by Mr. Henkel, of Philadelphia, who published an account of his methods in Cooper's "Emporium of Arts and Sciences," in June, 1814.[1] The material, chromic iron, was found abundantly near the city, in Chester County, imbedded in steatite, or soap rock. All the mineral acids and chemical drugs were made by several houses in Philadelphia at this date.

Oliver Evans, of Philadelphia, the first steam-engine builder in the United States, had in operation in 1812 ten of his high-pressure engines. They were in use in Florida, Louisiana, Kentucky, Mississippi, Ohio, Pennsylvania, and Connecticut. Among the patents issued this year was one to E. Hazard and Joseph White, of Philadelphia, for cutting screws; James Howell, for rolling wire; E. Gordon, a rolling-press for edge-tools.

Chemical manufactures, which received their first prominence in Philadelphia by the Wetherells, received considerable aid in 1814 from the chemical and metallurgic skill of Dr. Eric Bollman, of the city, who introduced Wollaston's method of working crude platinum into bars, sheets, and other forms serviceable in the arts. He succeeded in plating iron and copper with that metal, of which there was in the country a considerable and cheap supply. He also prepared the silver-colored metallic lustre or glaze for porcelain, with the oxide, and about this time made for John Harrison, an enterprising manufacturer of oil of vitriol, the first platinum, still used in the country for concentrating the acid. The still weighed seven hundred ounces and contained twenty-five gallons, and was used for fifteen years.

With the treaty of peace and amity with Great Britain in 1815 immense cargoes of foreign manufactures were imported, and many new and imperfectly-established branches of domestic industry were threatened with immediate destruction. Among the petitions presented to Congress early in the year 1815 was one by Thomas Gilpin and other manufacturers of Philadelphia against the introduction of goods subject to *ad valorem* duties at one-fourth to one-half their real value, and asking a revision of the revenue laws, which they suggested might be found either in the substitution of specific for *ad valorem* duties, or in the appraisement of a Board of Appraisers at each custom-house, with power to decide on the value of merchandise entered. The importations of foreign goods for the first three-quarters of that year amounted to upward of eighty-three millions of dollars, and for the fiscal year next ensuing to one hundred and fifty and a quarter millions of dollars, of which one hundred millions paid *ad valorem* duties, about seven-tenths of which was upon woolens and cottons. It was supposed to be an object worth large sacrifices on the part of English manufacturers to break down the formidable rivalry of the growing, but immature, manufacturers in this country, and for the accomplishment of this object heavy consignments of goods were made to be disposed of at auction, and upon liberal credits. American importers were by no means averse to the encouragement of these excessive importations, by which large profits and ample fortunes were realized. The greatest activity prevailed in all the avenues of trade, the shipyards were set at work, and the banks, no longer paying specie, liberally discounted mercantile paper, and stimulated all classes to seek their fortunes in mercantile ventures. Yet manufacturers suffered to a very great extent, and many factories were closed. The demand for raw cotton abroad increased, and raised the price of uplands from thirteen cents in 1814 to twenty-seven cents in 1815, thereby still further embarrassing the manufacture of that article. The introduction of the power-loom alone saved the manufacture of cotton from total destruction. In the city and neighborhood of Philadelphia there were employed at that time in the cotton manufacture 2325 persons; in the woolen, 1226 persons; in iron castings, 1152 persons; in paper-making, 950 persons; and in smithery, 750 persons. A special act of Congress renewed this year the patents of Oliver Evans for steam-engines, and Henry Tanner patented the etching end-pieces of bank-notes, and John Eberts, Philadelphia, a fall-top gig.

Jacob Perkins and Thomas Gilpin, of Philadelphia, patented, in 1816, water-marks in paper, and Thomas Gilpin the cylinder machine for making paper,—the patentee, who, during the war, had erected large cotton- and woolen-factories on the Brandywine, suspended the latter and devoted himself to the manufacture of paper. The banks in Philadelphia, New York, Trenton, Baltimore, and elsewhere resumed specie payments on the 20th February, 1817. The amount of paper in circulation was, however, but little reduced, and the banking mania continued to multiply banks all over the country. The distress among

[1] N. S., vol. iii. 385.

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manufacturers was made known to Congress by petitions, of which twenty-two were upon the subject of bar iron and iron manufactures, principally in New York, New Jersey, and Pennsylvania, as well as from the cotton and woolen manufacturers of New England, New York, Baltimore, and Philadelphia. The Philadelphia Society for the Promotion of National Industry was formed about this time, and had for its object the protection of national industry in general, but more particularly for manufactures perishing for want of protection. It exerted very considerable influence upon the public mind, chiefly through a series of published addresses from the pen of Mathew Carey and others, who appeared as ardent and uncompromising advocates for protection, and for several years labored in behalf of the manufacturers with a zeal and disinterestedness seldom equaled. Among the patents issued in 1817 was one to George F. Hagner, of Philadelphia, for manufacturing verdigris, and another for making white lead. At the Dover Paper-Mills of Thomas Amies, eight miles from Philadelphia, there was produced in this year a sample of paper thirty-six by twenty-six inches, weighing one hundred and forty pounds, and valued at $125 per ream, and believed to be superior to any ever made in the United States. It was made from the finest linen rags, and the moulds and felts were of the best kind.

Charles V. Hagner in 1812 established the "pioneer drug mill." The Northern Liberty Pottery of Thomas Haig, Sr., was opened in 1813, and also the white lead factory of Mordecai and Samuel N. Lewis. The manufacture of fringe, laces, and trimmings was begun by William H. Horstmann in 1815, the gold-beating establishment of Marcus Bull in 1816, the manufacture of plain and carved umbrella sticks by —— Tasker in 1817; in 1818 the manufacture of chemicals by Farr & Kunzi, and the boot and shoe establishment of Thomas Miles & Son. In 1819 the manufacture of chemicals by John & Daniel Elliott. In 1820 the manufacture of tin-work for cotton and woolen machinery by John Butterworth, the manufacture of umbrellas and parasols by Wright Brothers, and the manufacture of drugs and making of oil by Charles V. Hagner. The Upland Mills for cotton goods was established in 1821 by John P. Crozer and G. G. Leiper; in the same year the chemical laboratory of Rosengarten & Sons. The Pascal Iron-Works was also established in this year by Stephen P. Morris. In 1822 a stock company of farmers united and established the brewery now conducted by William Massey & Co. The hat-factory of Joseph Fareira was established in 1823, and in the same year John Maitland established, at 408 South Street, a distillery.

The year 1819 was marked by the culmination of all the embarrassments which had been heavily pressing upon manufacturers since the peace of 1815. Unchecked importation and a vitiated currency were now disastrous to merchants and agriculturists. The fall in prices of all agricultural products diminished the power of a large portion of the population to purchase manufactures; a general paralysis fell upon all branches of industry, and the distress became more general and severe than had been known before. A committee of the citizens of Philadelphia reported, in October of that year, that in thirty out of sixty branches of manufactures there had been a reduction from the average of 1814 and 1816, in the number of persons employed, from 9425 to 2137; in their weekly wages from $58,340 to $12,822; and in their annual earnings from $3,033,799 to $666,744. The actual loss of wages was therefore $2,366,935 per annum; and supposing the materials equal to the wages, the loss of productive industry in a single district not forty miles in diameter was $7,333,870. In the cotton manufacture the hands were reduced from 2325, in 1816, to 149; in book printing from 241 to 170; in the potteries from 132 to 27; in the woolen branch from 1226 to 260; in iron castings from 1152 to 52; in paper-hanging and cards from 189 to 82. In the paper manufacture the hands were reduced from 950, in 1816, to 175, and their annual wages from $247,000 to $45,900; the annual production from $760,000 to $136,000. Again Mathew Carey came with his powerful pen to the defense and support of the manufacturing interests, and in his six addresses, published by the Society for the Promotion of National Industry, advocated the subject of protecting the manufacturers.

The year 1820 witnessed the first regular shipment of anthracite coal from Mauch Chunk to Philadelphia of three hundred and twenty-five tons. It was sent by the Lehigh Navigation Company and mined by the Lehigh Coal Company, both of which were organized in 1818, and in 1820 were merged into one association,—the Lehigh Coal and Navigation Company,—which was in 1832 incorporated.

Over four thousand looms were put in operation in Philadelphia in 1821, chiefly for weaving cotton goods; calicoes of firm and fine texture were made and printed and sold as low as the poorer qualities of British calicoes.

Notwithstanding these facts, in the growth of manufactures Philadelphia did not impress Flint with its facilities for manufacturing. In 1822 he wrote,—

"Philadelphia does not abound in manufacturing establishments. The predominance of British goods has shut up many workshops that were employed during the late war. Paper is made in great quantities in Pennsylvania. Foundries for cast-iron articles are numerous. In town there are two manufactories of lead shot. Printing is carried on to a considerable extent, and is executed in superb style. It is said that one of the late Edinburgh novels [Walter Scott's] was set up in types in one day. . . . On the Schuylkill there is a mill for cutting brads, which produces no less than two hundred a minute. Philadelphia is in various respects well adapted to manufactures. If the facilities it presents for its advancement are neglected, the city must decline, as the trade of New York and Baltimore is making rapid progress."

The Franklin Institute commenced its career of usefulness on the 28th of April, 1824. The objects, as expressed in its charter, were the "promotion and

encouragement of manufactures and the mechanics and useful arts by the establishment of popular lectures on the sciences connected with them; by the formation of a cabinet of models and minerals and a library; by offering premiums on all subjects deemed worthy of encouragement; by examining all new inventions submitted to them, and by such other means as they may judge expedient." Soon after its formation a regular system of lectures was adopted, and four professorships created. At this date Philadelphia had thirty cotton-mills, which averaged fourteen hundred spindles each, and together employed five thousand looms and three thousand persons. There were thirteen breweries in the city, and $400,000 worth of umbrellas were manufactured annually.

The exhibition of domestic manufactures in the rotunda of the capitol at Washington, in 1825, was the result of a meeting of manufacturers of Philadelphia in 1824. Mr. Macaulay exhibited a great variety of patterns of oilcloth, the manufacture of which he had carried on for many years under patents of his own invention. The very great dexterity of the mechanics of Philadelphia was shown at the exhibition of the Franklin Institute in 1826, of a pair of scissors which weighed only one-fifth of a grain. David H. Mason, of Philadelphia, patented this year ornamental rolls and stamps for bookbinders.

The manufactories set up from 1826 to 1832 were as follows:

In 1826, the chemical-works of Charles Ellis, the decorative china business by Joseph Kerr, that of spades, shovels, and scoops by Jonathan Bowland. In 1827, the Frankford Woolen-Mills and the Phœnix Iron Company. In 1828, the Port Richmond Iron-Works, the Park Run Mills, and the Ripka Mills. Those in 1829 were for the manufacture of wagons by David G. Wilson and John Childs, the chemical-works of Christopher Weisner, the Conestoga Print-Works by Thomas Hunter. Those in 1830 were the Baldwin Locomotive-Works, the ship-building works of William Cramp & Son, the manufacture of japanned, pressed, and plain ware by Francis, Field & Francis, the carpet manufactory of Andrew & William McCallum, that of machine card clothing by James Smith. In 1831, the hosiery mills of John Button, the Tacony Chemical Works of Nicholas Lennig & Co., the children's carriage-factory of E. W. Bushnell, the Bible and publishing house of E. W. Miller. In 1832, the Oxford Carpet-Mills, by William Hogg; the Hinchley Knitting-Mills, by Aaron Jones; that of fine harness, by John Lacey.

In 1827 there were in Philadelphia and its vicinity 104 warping-mills at work, employing 4500 weavers, over 200 dyers, 3000 spoolers, and 2000 bobbin-winders. The manufacturing establishments were over 50; the wages of operatives amounted to $1,470,000 per annum; the goods manufactured to 24,300,000 yards. A large manufactory of American china, owned by William Ellis Tucker, at 40 North Fifth Street, was the only factory which brought the domestic manufacture of china to any considerable degree of perfection.

There were in 1828 ten mills in operation and in course of erection at Manayunk, employing 636 persons, and embracing the manufacture of flour, drugs, saw grinding and polishing, carding and fulling cloth, cotton and woolen goods, paper, etc.

An improvement in the manufacture of caoutchouc was made in 1830 by Dr. J. K. Mitchell, of Philadelphia, who showed that india-rubber bags, after maceration in sulphuric ether, could, by successive inflations and collapses, or by being rolled in its soft state, be made into thin bottles, or sheets of great size, and that, after being cut with a wet knife, the edges would adhere so that the place of union would be scarcely visible.

The porcelain- and china-ware manufacture established by William Ellis Tucker in 1827 was producing, in 1831, wares pronounced by competent judges to be second only in point of perfection to those of France. Mr. Tucker now started the first American queensware factory in the old water-works. He was this year joined by Judge Hemphill, of Philadelphia, and they established on a still larger scale the American Porcelain Manufactory, at Nineteenth and Chestnut Streets, which, after Mr. Tucker's death, in 1802, was carried on successfully by Thomas Hemphill, under his brother's capital. They owned a fine bed of kaolin in Chester County.

The blue broadcloth, known as the Lafayette blue, was dyed by F. Tassard, of Philadelphia, in 1832, with prussiate of potash, which was believed to have many advantages over indigo. This appears to have been the first use of prussian blue or dye in this country.

The year 1832 witnessed one of those political controversies over the tariff which have so often taken place without either political result or material advantage to manufacturers. Philadelphia was in that year the theatre where assembled the anti-tariff or free-trade convention of September 30th, and New York where the tariff convention of October 26th met. The free-trade convention originated with H. D. Sedgwick, of Massachusetts, who called the same through the New York *Evening Post*. The convention was composed of delegates from fifteen States, and was presided over by Judge P. P. Barbour, of Virginia, with Condy Raguet, of Philadelphia, as secretary. It adopted a series of resolutions expressing attachment to the Constitution, and declaring that the existing tariff laws of Congress, so far as they were designed to protect manufactures, were a manifest violation of the true interest and meaning of the Constitution, inexpedient, unequal, unjust, and oppressive, especially the act of May, 1828, which was oppressive to agriculture, commerce, and manufactures; that a solemn appeal should be made to the people to unite in obtaining such a modification of the tariff as might be essential to all the important interests of the people, and calculated to quiet the fears and satisfy the reasonable demands of every section of the Union. An address to the people of the United States and a memorial to Congress, prepared by Albert Gallatin, were adopted.

The tariff convention met in New York in October, and was composed of five hundred delegates. William Wilkins, of Pennsylvania, presided, and Heze-

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kiah Niles was secretary. The object of the convention was to take "into consideration what proceedings might be necessary for the support and further extension of the American system as involved in the protection of the various pursuits of domestic industry." The convention affirmed the constitutionality of the tariff, for protection; memorialized Congress to continue the protection of domestic industry. These conventions were composed of men eminent for their respectability and practical knowledge of the important subjects discussed, and the addresses and memorials prepared under their direction are among the ablest expositions of the two great parties which then divided the country on the subject of protecting duties.[1]

Mathew Carey, of Philadelphia, died Sept. 17, 1839, in the eightieth year of his age, and by his decease the system of protection to home industry lost one of its most able and indefatigable advocates. For years he fought the battle of the American manufacturer almost single-handed, and it was not until after his death that his countrymen fully appreciated the wisdom of his political philosophy, and the ardor and sincerity of his philanthropy. Among the last acts of his political life was the effort to allay the political excitement throughout the South by the passage of the "Bill of Abominations," as the tariff of 1828 was called. His "Common Sense" essays, addressed to the people of the South, and his circular to organize a "Society of Political Economists" for the diffusion of what he considered sound views of political economy, failing to meet with support, he abandoned the cause, and devoted the remainder of his days to benevolent and charitable objects.

The manufactures of Manayunk, in 1834, consisted of Ripka's silesia-factory with 7176 spindles, 224 looms, and 300 hands; 7 cotton-mills, with upward of 22,000 spindles and 1000 hands; Hay's woolen-factory, with 57 hands; Darrack's woolen and hat factory, employing 57 hands; Newman's dyeing establishment, with 11 large vats and 21 hands; the Flat Rock Iron-Works, with 36 hands; Rowland's saw-finishing mill, turning out 60 mill-saws per week; Echstein's paper-mill, making 300 reams weekly; and two flour-mills, making 215 barrels of flour daily.

In 1840 the official returns show that there were 184 foreign commercial and 44 commission houses, with a capital of $2,049,501; 1791 retail stores, with a capital of $17,082,384; 48 lumber-yards, with a capital of $1,118,500; 2 furnaces, with a capital of $259,050. Machinery was manufactured to the value of $915,864; hardware and cutlery, $154,400; the precious metals, $2,651,510; of various metals, $876-060; 15 woolen-factories, capital $135,100; 17 cotton-factories, with 17,922 spindles; 14 printing and dyeing establishments, with a total capital of $117,500; 11 distilleries, 16 breweries, with a capital of $415,-200; paints and drugs, $1,835,050; 1 glass-factory and 1 glass-cutting establishment, with a capital of $23,500; 6 potteries, with a capital of $24,000; 12 refineries produced refined sugar to the value of $890,-000; 6 paper-factories produced $31,250; 12 rope-walks, with a capital of $82,900; 1 saw-mill, 1 flouring mill, 1 grist-mill, capital, $8000; furniture to the amount of $526,200; 808 brick and stone houses, and 62 wooden houses, cost, $2,951,383; 46 printing-offices, 12 binderies, 8 daily, 16 weekly, 7 semi-weekly newspapers, and 26 periodicals employed 911 persons, with a capital of $252,600. Total capital in manufactures, $8,796,998.

MANUFACTURING INDUSTRIES OF PHILADELPHIA CITY AND COUNTY IN 1850.

	Capital invested in Manufactures.	Value of Raw Material, including Fuel.	Average Number of Hands Employed.		Average Monthly Cost of Labor.		Value of Annual Products.
			Males.	Females.	Males.	Females.	
Philadelphia	$13,207,695	$12,665,211	17,020	9,048	$445,675	$97,955	$26,309,265
Northern Liberties	3,922,251	3,764,541	4,463	1,181	115,657	12,200	7,073,023
Spring Garden	2,913,445	3,046,216	4,326	854	93,303	9,538	5,376,781
Kensington	3,755,711	6,166,071	6,723	1,890	163,010	13,279	10,083,984
Southwark	2,171,065	2,197,447	2,069	167	60,021	1,344	3,734,730
Moyamensing	530,364	575,237	1,970	288	46,868	2,372	1,299,201
Townships, etc	7,237,380	6,090,733	6,705	2,377	138,265	71,396	10,237,308
Totals	$33,737,911	$44,505,156	43,296	15,803	$1,062,799	$208,584	$64,794,111

In 1850 the old charcoal-furnace at Millville, N. J., upon the Maurice River, with its circumjacent tracts of timber lands, containing twenty thousand acres, fell into the hands of Richard D. Wood, one of the most active and enterprising merchants and financiers of this city, through advances made to a former owner, who had there, in a primitive way, been making iron castings,—stoves, iron pipes, etc. Mr. Wood erected a small but well-appointed foundry for iron mains, and afterwards further utilized the water-power by building a cotton-mill, bleachery, and dye-house. These two industries are now conducted by his sons, and have grown to be one perhaps the largest, and the other among the largest of their kind in the country.

[1] Condy Raguet issued about the beginning of the year 1829, *The Free-Trade Advocate*, with Colbert's maxim, "Laissez nous faire," as the motto of the Free-traders. The *Advocate* was merged into the *Banner of the Constitution*, under the same editorial management and in the same political principles.

R. P. Ward

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In the spring of 1855 the affairs of the Cambria Iron Company (which had been established in 1852, for the purpose of making railroad iron, at Johnstown, Pa.) having become embarrassed, Mr. Wood suggested that they should be temporarily conducted by a combination of its stockholders, under the firm-name of Wood, Morrell & Co., and selected for the active managers of this firm his brother, Charles S. Wood, his partner, Edward Y. Townsend, who, in 1844, had entered his dry-goods house as a young man, and Daniel J. Morrell.

This capable management, although its great rolling-mills were twice burned down, wrought a final success, and the company's output is supposed to be more valuable than that of any other similar establishment in the country.

C. S. Wood and Mr. Townsend have each been president of the Cambria Iron Company, and Mr. Morrell twice represented the Cambria District in Congress, was chairman of the Committee on Commerce of the House of Representatives, and introduced the bill authorizing the Centennial Exhibition in 1876. The company is without debt, has ten thousand men in its pay, and has expended twelve million dollars upon its plant and inventories of material.

Richard D. Wood, who took such an active part in the financial and manufacturing interests of the city at this time, was born at Greenwich, Cumberland Co., N. J., in 1799, and descended from one of the early Quakers, who came to Pennsylvania from Bristol, England, about 1682, and served on the first grand jury impaneled in Philadelphia. In early life he was in business at Salem, N. J., and in 1823 moved to this city, when he founded the wholesale dry-goods house soon widely known under the firm-name of Wood, Abbott & Co., and which is still continued with the title unchanged. During his whole business life he was closely identified with the manufacturing interests of the city and State, and with the internal improvements of Pennsylvania and West Jersey. For a short period he was a director of the Girard Bank, but a difference of views regarding its management led to a severance of his relations with it. In 1835 he became a director of the Philadelphia Bank, serving in its board until 1863. In 1845 he accepted a seat in the board of the Schuylkill Navigation Company, in order to aid the enlargement of its canal, which was then about to be undertaken, to protect the trade of the company against the Philadelphia and Reading Railroad, which had been completed to Mount Carbon in January, 1842.[1] He continued to serve at intervals until 1863.

On March 16, 1847, he was a member of the committee which nominated the gentlemen who were elected the first president and board of directors of the Pennsylvania Railroad Company. Having been efficient in obtaining the popular and corporate[2] subscription which had been made to the stock, he took a place upon the first board in order to aid in the organization of the company. Feeling this had been properly done, he resigned in November of the next year.

After eight years of effort, Mr. Wood, in 1860, finally prevailed upon the Camden and Amboy Railroad Company to build eighteen miles of railway south from Camden to Glassborough, simultaneously with the extension of the road twenty-two miles to Millville by other interested parties. Extensions and branches to the chief points in West Jersey quickly followed, and the whole system is now controlled by the West Jersey Railroad Company.

In 1861, trusting to the capacity of C. K. Landis, then a young and comparatively unknown man, Mr. Wood sold him twenty thousand acres upon the West Jersey Railroad. When sold this was a wilderness. The settlement of Vineland, containing nearly ten thousand souls, has been formed upon it.

In November, 1864, immediately after the second election of Lincoln, knowing that the Rebellion would not last, Mr. Wood sailed abroad for the second time, and spent nearly two years in European and Eastern travel. He looked upon these scenes with the eyes of one always quick to observe, and to whom a long knowledge of books, men, and affairs had given a true and keen insight into whatever touches the happiness of men wherever found. He observed the lives of men in the Old World, and thought of the greater prosperity to be enjoyed in the New. He foresaw his own country springing rapidly forward, no longer weighted with slavery, and wished that he were young again to participate in its movements.

In 1866, in something of the fervid spirit prevalent at the North towards a reconstructed South, he joined in an investment in Virginia.

His latest thoughts of business ran much upon finding ores for a proposed furnace on tide-water to supply his foundries with pig-iron.

In January, 1839, he commenced the system of making daily memoranda, and continued to do so until his last illness. The diary thus kept for thirty years is an object of interest. It is the minute record of an intelligent and active man, and the index of an earnest and noble life. It has briefly noted as they passed a wide variety of events, the prices of commodities and stocks, exports and imports, states of trade, panics in their coming and going, bank suspensions, defalcations, discoveries, prospects and troubles of railroads and canals, celebrities visiting the city, Wistar parties and other social concourses, lectures, literary or scientific, and political divisions and

[1] The interests of the companies were merged in 1870. Freights, which while competition was active fell to less than one dollar, have been restored to the ruling prices before the railroad was built, and are now about two dollars.

[2] The total subscriptions finally made by the city, the Northern Liberties, and Spring Garden amounted to $5,000,000, upon which investment there has been made a profit of $6,000,000 over and above six per cent. interest.

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contests, with their rise and consequences. It reveals, too, the private acts and heartfelt aspirations of the writer, interspersed with his pithy reflections on the books he read, the men he saw, and his wise and courageous views of the world and of the Providence sustaining it. Mr. Wood died in 1869. He was married in 1832 to Julianna, daughter of Edward Randolph.

At his death the Board of Trade, which he aided to found, in 1833, upheld his example as the "constant friend and efficient counselor and assistant of industrious and meritorious young men in their efforts to rise to eminence and usefulness in the relative positions of life." And note that it has been said of him, that "there are at least one hundred men now enjoying affluence as retired merchants, or elevated positions as active business men in this community, who owe their first success to a partnership in some of the various business enterprises inaugurated and prosecuted by Mr. Wood."

And herein may lie his best legacy.

MANUFACTURES IN 1860.

	No. of Establishments.	Capital Invested.	Value of Raw Material.	No. of Males Employed.	No. of Females Employed.	Value of Products.
In the city	6314	$73,087,852	$72,333,805	69,388	29,009	$141,048,656
In the immediate vicinity of the city:						
Cotton and woolen goods	106	5,038,040	3,226,869	3,564	3,309	6,777,349
Iron and manufactures of iron	34	3,044,610	1,663,003	2,430	.....	3,888,151
Paper	13	438,000	250,000	153	78	641,160
Totals	6467	$81,608,502	$77,473,677	75,535	32,396	$152,355,316

Total number of persons employed, 107,931; average production of each person, $1411.00; average production of each establishment, $23,558.88.

Improvements in the mode of making straw-paper were made and patented in 1858, by Martin Nixon, of the Flat Rock Mills, Manayunk, which furnished the Philadelphia *Ledger* with the first straw-paper used by the newspaper press in this country. In 1864 a company of capitalists organized the American Wood-Paper Company, and erected a mill at Manayunk, which, in connection with the Flat Rock Mill, is the most extensive paper-works in the world.

The annual value of manufactured products was estimated, in 1866, by Mr. Freedly at $225,139,014 within the city, and at $25,000,000 "beyond the city limits within a radius of one hundred miles," making a total of $250,139,014 for the city and vicinity.

MANUFACTURES IN PHILADELPHIA IN 1870.

Amount of capital invested, $181,076,919; in 1860, $81,608,502; increase, $99,468,417.

Value of raw material, $182,103,594; in 1860, $77,473,677; increase, $104,629,917.

Total number of employés, 127,394; in 1860, 107,931; increase, 19,463.

Value of products, $338,168,466; in 1860, $152,355,318; increase, $185,813,148.

Average production of each person, $2662.36; in 1860, $1411.60; increase, $1250.76.

Average production of each establishment, $40,930.58; in 1860, $23,558.88; increase, $17,371.70.

Total number of establishments, 8262; in 1860, 6467; increase, 1795.

The very defective machinery for taking the census provided by the law of 1850, and used in taking those of 1860 and 1870, did not give full returns of all industries, and the "special statistics" and "selected statistics of manufactures" published gave only partial, and these very often defective, returns. The omission of every industry the "gross production" of which did "not exceed the value of $10,000" presented about as correct an idea of the manufactures as the returns of population, which omitted all children under ten years of age, would give of the number of people in the city. To correct the errors and to supply the omissions, Lorin Blodget made his elaborate "estimates of manufacturing production for 1875–76," which, while they are *estimates*, were nevertheless so full and complete that their accuracy has never been questioned, and was sustained by the subsequent ascertained manufactures of the city. The aggregate of these estimates of the leading manufactures in 1875 was made by Mr. Blodget at $423,769,475, and he placed the grand total of all manufactures at $552,000,000. Apprehensions were felt that the industries of the city would suffer serious prostration during 1876, and particularly at its close, the state of business elsewhere being so extremely unfortunate. But as regards manufacturing interests these fears were not realized. While many were depressed, and suffered in sympathy with general business, others were fairly active, and still others were exceptionally busy through the entire year. This was especially true of the worsted manufacture, which had become very large, and of some varieties of cotton goods, constituting staples of consumption in the West and South. The large miscellaneous production of manufactured articles of the most diverse character long existing here had grown in 1876 to unusual proportions, and afforded employment to a very great number of persons. Altogether the state of activity on the 1st of December of that year had rarely been more satisfactory, and the proportion of unemployed persons among those accustomed to labor at wages was smaller than usual. There was no general discontinuance of either manufacturing establishments or of miscellaneous employment. Wages were low, it is true, and the prices obtained for many classes of manufactures gave a very moderate profit only, yet nearly all the

mills, on textile fabrics particularly, continued in operation throughout the year.

In worsted goods the activity of the latter part of the year was remarkable. The best machinery in the country was engaged in worsted spinning, amounting to nearly 50,000 spindles, with over 100 combs of the latest construction, and all the complicated and costly machinery connected with this class of work. Several of the mills actively engaged on this comparatively new industry were at that time conspicuously fine, particularly those of Fiss, Banes & Co., Tracey & Co., Grundy Bros. & Campion, George Campbell & Co. (on yarns only), and P. C. Garrett & Co., Scheppers Bros., Thomas Dolan & Co., with several others, on worsted dress goods and coatings.

The next in activity were the establishments producing standard cotton and mixed goods of the classes so long made here for domestic consumption. Many of these increased their machinery, and the aggregate of business of this class, exclusive of cotton prints, was about $12,000,000 in value.

The great carpet industry had been, on an average, much the same in 1876 as in each of the two preceding years. The increase in machinery of the better class, for the production of the higher grade of carpets, had more than compensated for the inactivity of the hand-looms. The decline had been in prices rather than in quantities, even of the standard ingrains; and they were carried into new and distant markets with unusual success.

The iron and machinery manufacture shared the general decline of business in 1876, and fell off more than textile fabrics. Hardware and tools were steadily increased, especially building and carriage hardware, with wood-working machinery, and machinery for the manufacture of textile fabrics. The extent of the use of minor forms of machinery greatly increased, almost compensating for the decline in the heavier forms employed in railroad equipment and iron-working.

In wood manufactures generally the business of 1876 was good, particularly in furniture and interior decorations. Building had made more progress than usual, —the addition of some six thousand dwellings and stores to the permanent city had called for an unusual amount of furnishing, and the external trade in finished furniture continued large.

The Centennial Exposition in 1876 was a national and international exhibition, yet its location in Philadelphia, though primarily because it was in that city one hundred years before that these States were declared "free and independent," yet there was a fitness in other respects in the location selected. These material reasons were set forth by the Hon. Daniel J. Morrell in his speech in the House of Representatives on the 9th of March, when presenting the memorial of the Select and Common Councils of Philadelphia. Among other reasons, Mr. Morrell said,—

"If it is conceded that an industrial exhibition is to be made in the city where the industries are found in greatest variety and perfection, no further enumeration of Philadelphia's advantages or claims need be made. New York may justly claim to be the commercial capital, but Philadelphia is certainly the industrial capital of America. To-day Philadelphia is the first manufacturing city on this continent, and the second in the world, London being the first. The census just taken shows that the capital of its citizens invested in manufactures largely exceeds $100,000,000, employing 150,000 workmen; and the product of its manufactures amounts to over $200,000,000 annually. Unlimited command of coal and iron, and nearness to the rich food-producing lands of Pennsylvania, New Jersey, and Delaware, have given Philadelphia superior facilities; but there could have been no such marvelous development of productive forces if they had not been fostered by wise national legislation. As contrasted with the greed and demoralization caused by the predominance of foreign trade, Philadelphia strikingly exhibits all the beneficial results which flow from the employment of the people in productive industries. Capital and population are fixed and steady, industry is varied to suit all tastes and capacities, invention is stimulated, intelligence is quickened, the people are more constantly employed, the comforts of life are more abundant and more evenly distributed, vice finds a foe in well-regulated labor, the tiller of the soil and the common carrier are kept busy and well rewarded, and our own, and not a foreign land is benefited."

Philadelphia's exhibits at the Centennial amounted to two thousand three hundred and sixty-six; very largely in excess of those from any other one locality. The exhibits of her manufactures were distributed among the seven departments as follows:

Mining and metallurgy, 87; manufactures, 710; education and science, 203; art, 218; machinery, 400; agriculture, 677; horticulture, 71.

Philadelphia exhibitors received 1049 awards.

STATISTICAL SUMMARY FROM 1850 TO 1882.

Year.	Number of Establishments.	Capital.	Raw Material.	Total Labor.	Value of Products.
1850.....	.....	$33,737,711	$44,505,156	59,099	$63,784,212
1860.....	6,467	81,608,562	77,473,677	107,931	152,356,318
1866[1]....	.....	112,000,000	.....	160,500	225,139,014
1870.....	8,262	181,076,919	182,103,594	127,194	338,168,466
1875[1]....	.....	.....	.....	.....	552,000,000
1880.....	8,377	170,496,191	187,169,375	173,862	304,591,725
1882.....	11,844	.....	.....	241,433	476,817,402

The census of 1882 of Philadelphia industries was taken by the co-operation of the mayor and police department with a committee of citizens, beginning in November, 1882, and completed in February, 1883. The services of nearly three hundred officers were required to complete the canvass for the wards and districts in detail, and returns were obtained by them from about eleven thousand five hundred industrial establishments, especially applicable to the year 1882. These were placed in Lorin Blodget's hands for compilation and revision, and they were first summarized to obtain approximate results, then classified by wards, and rigidly examined to see that they were correct and all omissions supplied. Lastly, they were critically examined again in detail to prepare a summary, by industries, for the entire city.

In his report to the mayor Mr. Blodget says,—

"The general result more than sustains the preliminary estimate made to you on January 1st, and substantially shows the existence of about 12,000 industrial establishments in the city in 1882, the original returns from 11,482 being filed and transcribed in classified form on the ward books. These establishments employed in 1882, 146,307 men, 66,907 women, and 28,219 persons described as *Youths*, or being under

[1] Estimated.

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sixteen years of age. This return was often construed to mean all persons under twenty-one years, and about 5000 should be taken from them to add to Men, in order to represent the division correctly.

"This productive force aggregates 241,443 persons, and the values produced make up the sum of $474,317,402, exclusive of the Mint product, —of which about $2,500,000 in value is purely a manufacture, making the total $476,817,402. The total coinage of the Mint was $48,309,395, and the total, including the Mint, amounts to $522,626,797,—all being for the calendar year 1882."

The whole report forms a considerable volume, and gives full lists of all the leading classes of industries, supporting the figures given for each class. The printing and publishing, iron and steel manufactures, and in a part of the textile classes, this census shows twice as large aggregates as either form of the United States census publications. Mr. Blodget states some of the local differences as follows:

"The schedules of these final tabular statements enumerate 525 classes of industries, as compared with 195 in the compendium of the census of 1880. I have also the name and location of 3250 industrial establishments not embraced in that census, with 67,583 more of persons employed, and $173,724,677 more in values produced. Yet for all the common industries and trades, as blacksmiths, coopers, painters, wheelwrights, plumbers, etc., the returns in the United States census of 1880 exceed those embodied in this report for 1882, the difference being wholly with larger industries. The report accompanying these tables will contain a description of leading industries and tabular statements for each ward or group of wards, and also specific lists of establishments for iron, machinery, textile fabrics, and all the leading industries, the whole forming a volume of 160 pages, and constituting a complete exhibit of the industries of Philadelphia for the year 1882."

SUMMARY TABULAR STATEMENT OF THE SEVERAL INDUSTRIES, THE NUMBER OF PERSONS EMPLOYED, AND THE VALUES PRODUCED, IN THE CITY OF PHILADELPHIA, FOR THE YEAR 1882.[1]

Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Acids, sulphuric, muriatic, and nitric	9	313	0	10	323	$1,365,000
Acids, other, with chemicals	...	.....	...	...	.....	.....
Agricultural implements	19	390	0	39	429	710,735
Albums	3	22	4	2	28	35,400
Alcohol and cologne spirits	8	55	0	0	55	290,500
Ale and porter. See Brewers	(8	301	1	0	302	1,328,000)
Alum and alum cake	6	155	0	0	155	775,000
Aluminium, manufactures	1	8	0	2	10	18,000
Ammonia, sulphate	2	65	0	0	65	227,500
Ammoniated fertilizers. See Fertilizers.						
Ammunition and ordnance	2	88	50	25	163	280,900
Animal charcoal[2]	2	48	0	0	48	258,000
Anthracene, from coal tar	2	16	0	0	16	80,000
Aquariums	1	2	0	2	4	6,000
Architects and builders[3]	10	156	0	0	156	471,500
Architectural woodwork[4]	2	35	0	2	37	66,000
Artificial flowers and feathers	13	44	476	40	560	460,000
Artificial limbs	8	28	3	1	32	48,000
Artificial teeth	13	137	37	25	199	357,200
Artificial stone for pavements	3	22	0	0	22	54,000
Art work, bronze statuary	2	10	0	2	12	60,000
Art work, decorative	6	7	19	2	28	22,400
Artistic pottery and vases	2	8	1	1	10	8,000
Artists in oil, copying only	6	9	2	0	11	38,000
Artists' materials	8	44	8	12	64	96,000
Asbestos packing	1	2	0	1	3	4,500
Asphalt pavements	2	68	0	0	68	204,000
Assayers and refiners	7	73	0	2	75	490,000
Awnings and tents. See Sails also	19	93	20	9	122	183,000
Axle grease	4	15	0	2	17	66,200
Bags, cloth	6	61	165	2	228	684,000
Bags, paper	14	112	247	93	452	808,500
Bakers, hand	924	2,012	257	326	2,595	6,648,585
Bakers, steam	10	351	139	155	645	1,369 821
Baking powder	7	28	23	7	58	119,300
Barrels, sugar and flour, new	5	257	0	21	278	557,732
Baskets and school-bags	31	64	9	11	84	108,250
Bath-tubs, wood and zinc	3	20	2	0	22	39,600
Bedding and mattresses	36	151	154	23	328	802,400
Bed springs	6	33	1	4	38	68,400
Bellows	1	1	0	1	2	2,000
Belting, cotton	1	3	8	0	11	44,000
Belting, leather	7	59	0	8	67	388,600
Belts, dress and uniform	2	5	7	0	12	21,600
Billiard balls	2	5	0	0	5	6,200
Billiard tables	3	11	0	1	12	21,600
Bird cages. Also see Wire	2	7	0	2	9	13,500
Blacking, for stove-polish	6	15	21	9	45	68,800
Blacking, for leather	4	39	103	12	154	431,200
Black lead crucibles	5	57	6	1	74	259,000
Blacksmiths and horseshoers	248	804	0	54	858	1,233,200
Blank-books	25	290	145	154	589	1,178,000
Bleachers, straw[5]	4	8	8	1	17	25,500
Bleachers, yarns and cloths[6]	(15	125	0	20	145	300,000)
Blocks, pumps and ship-fittings	8	78	0	6	84	145,300
Bluing and wash powders	10	23	11	6	40	54,000
Boats and barges, not steam	12	94	0	6	100	190,400
Bobbins and spools	11	71	10	32	114	163,550
Book-binders[7]	41	520	946	145	1,611	1,524,000
Book-binders' materials	3	20	0	4	24	43,200

[1] All entries placed in parenthesis or inclosed in brackets are made for distinction of products only, and are not carried into the footings.

[2] Includes one at a sugar refinery.

[3] Many architects are direct employers, and a large number should be so reported.

[4] This designation should include about twenty of the "carpenters and builders." A number of establishments making furniture, or sash, doors, and blinds, also now make carved and finished interior work.

[5] Not including straw-hat manufacturers, four in number, who are also straw bleachers.

[6] All these are reported with dyers, print- and dye-works, or general cotton manufacturers.

[7] Also in most cases making blank-books to some extent.

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Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Book-printers and publishers	18	789	327	195	1,311	$2,259,800
Book-publishers not printers	62	487	121	79	687	3,493,010
Boots and shoes	996	6,490	2,863	663	10,016	12,495,800
Boot and shoe uppers	17	62	59	12	133	149,500
Boot and shoe cut stock	2	9	11	4	24	43,200
Boot and shoe findings	7	15	1	4	20	24,300
Boot and shoe tools, not knives	2	2	2	1	5	6,300
Bottling and mineral waters	37	176	1	24	201	436,000
Boxes, cigar, wooden	14	68	46	39	153	242,700
Boxes, paper	36	248	1,545	126	1,919	1,377,400
Boxes, for packing, wooden	46	382	0	33	455	853,300
Boxwood blocks. See Engravers' Blocks.						
Brass founders and finishers	47	764	50	152	966	2,366,070
Brewers, ale and porter	8	301	1	0	302	1,328,000
Brewers, beer	75	1,205	9	6	1,220	5,851,000
Brewers, weiss beer	9	25	0	1	26	105,000
Bricks, pressed, enameled, and common	62	2,396	0	636	3,032	2,333,000
Brick and tile, fire	13	276	0	26	302	656,300
Bricklayers and builders	49	567	0	35	602	1,304,750
Bristle dressers	2	13	0	0	13	29,500
Bronzes and mixed metals[1]	14	161	4	27	192	2,312,400
Brooms and whisks	47	264	72	89	425	789,701
Brushes, all kinds	29	293	77	610	980	824,093
Brush blocks	2	21	0	15	36	36,000
Butchers' blocks	2	2	0	1	3	4,500
Butter	3	5	0	2	7	12,300
Butterine and oleomargarine	2	105	21	11	137	585,000
Buttons, cloth covered[2]	3	7	25	7	39	33,100
Buttons, bone and ivory	2	108	13	45	166	179,000
Buttons and studs, pearl shell	13	164	62	63	289	250,600
Button-fasteners and novelties	2	4	2	0	6	1,500
Buttonhole strips, for shoes	16	72	127	16	215	139,750
Calcium lights and oxygen	1	9	0	0	9	16,200
Canes, whips, and handles	7	41	0	18	59	75,700
Canned vegetables and fruits[3]	2	14	140	7	161	241,500
Cardboards and cards, fine	1	69	138	61	268	754,000
Cards, fancy	5	20	15	6	41	42,600
Cards, playing	1	7	23	1	31	36,000
Cards, notes and invitations, engraved and printed	5	41	84	12	137	175,600
Carpenters and builders	406	3,734	0	97	3,831	7,129,700
Carpets, Brussels, tapestry, ingrains, etc.	237	6,402	3,622	1,019	11,043	20,900,445
Carpets, rags, list, and chain	99	169	10	8	187	235,000
Carpets, wood	1	50	0	5	55	82,500
Carriages and wagons	137	1,929	4	128	2,061	2,956,528
Carriages, children's	7	92	3	43	138	193,100
Carriage materials, wood	9	112	2	15	129	242,000
Cars, railroad	14	2,041	0	80	2,121	6,365,500
Car-Springs. See Steel Springs.						
Chains. See Iron Chains.						
Chemicals, not designated[4]	29	1,196	186	91	1,473	6,441,925
Chemical fertilizers	(4	270	0	10	280	1,350,000)
China decorators	4	14	4	0	18	9,600
Chronometers	1	2	0	0	2	2,000
Cigars. See Tobacco	(490	2,321	383	350	3,054	3,164,000)
Cigar moulds, of wood	2	14	0	0	23	25,000
Clothing, men's and boys'	562	9,193	10,269	934	20,396	31,220,058
Clothing, women's suits and cloaks	276	211	2,851	70	3,132	3,138,333
Clothing, men's shirts and underwear	109	358	3,305	141	3,804	4,010,450
Clothing, women's and children's lace-trimmed articles	39	117	1,048	45	1,210	1,511,000
Clothing, suspenders and web goods	12	26	112	11	144	149,000
Clothing, neckwear, scarfs, etc.	8	49	231	15	295	324,500
Clothing, of rubber cloth	3	16	62	6	84	110,000
Clothing, of oiled cloth	2	0	15	0	15	30,000
Cloth finishing, woolen	3	24	0	0	24	52,800
Coal tar products	(2	16	0	0	16	.....)
Coffee-roasters and grinders	11	51	0	5	56	360,700
Coffins, caskets, and undertakers' articles	35	165	24	21	210	370,200
Coinage, United States Mint, all	(1	181	129	0	310	48,309,385)
Color-works	2	9	0	0	9	38,000
Combs	5	54	2	4	60	74,200
Compressed fuel	1	11	0	0	11	16,500
Confectioners	204	823	738	391	1,952	5,345,650
Confectioners' moulds and tools	3	18	0	1	19	25,000
Coopers. See Barrels, also	60	508	0	42	550	848,530
Copper coinage. See Coinage	(.....	.....	.....	.....	.....	385,811)
Copper manufacturers	7	114	0	9	123	354,700
Copying presses	2	40	0	5	45	67,250
Cordage and twine, flax and hemp	9	427	244	320	991	1,973,000
Corks and manufactures of corks	9	50	22	13	85	101,750
Costumers and manufacturers of costumes	5	8	28	2	38	47,500
Cotton-yarn goods	81	3,332	5,019	1,172	9,523	13,100,333
Cotton-yarn goods finishers	7	162	26	49	237	472,500
Cotton coverlets	18	242	196	46	484	697,800
Cotton towels, separate establishments	4	31	47	3	81	113,400
Cotton laps and wadding	3	5	2	2	9	9,500
Cotton thread, cord, and twine	3	12	8	2	22	37,800

[1] This covers non-friction bronzes, or the hard-bearing metals only; phosphor bronze, Ajax bronzes, hard Babbitt metal, Fullerton's and deoxidized bronze. Other compounds of zinc, tin, and lead for like purposes are under "solder" and "metals, non-friction."

[2] Buttons covered with silk thread are made at other establishments, whose force is included under upholstery goods. Also, under bone buttons are included bone dice, chessmen, dominoes, and bone- and ivory-turned articles.

[3] Several establishments in which some work is done in the city in preparing canned vegetables and fruits, employ a large force in country towns, where the vegetables are grown. The business, as controlled and directed by Philadelphia houses, is about $3,000,000 in value yearly.

[4] Not including acids, alum, ammonia sulphate, animal charcoal, anthracene, and coal-tar products, chemical fertilizers, paints, and colors, soaps, white lead, etc. Pharmaceutical preparations are also excluded.

[5] See Anthracene.

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Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Cotton webbing, bindings, etc.	4	46	296	70	414	$622,000
Cotton yarns	15	219	304	260	783	1,245,200
Cotton waste, for packing	5	32	38	0	70	87,500
Cutlery and steel tools [1]	27	297	5	85	387	524,500
Dental instruments, steel	13	437	23	110	580	956,100
Dentists' materials	4	23	8	9	40	185,000
Designers and card stampers	8	35	2	20	57	71,250
Diamond cutting and setting	9	57	1	3	61	220,400
Disinfectants	2	15	0	0	15	19,000
Distillers and rectifiers	8	63	1	3	67	519,000
Dolls and doll bodies	5	4	15	5	24	30,000
Drugs and medicines. See Medicines.						
Drug-mills [2]	4	50	0	2	52	98,600
Dyes and dye extracts	8	43	1	3	47	225,900
Dye and print works, cloths	6	401	68	86	555	3,589,000
Dye works, general [3]	80	1,385	44	110	1,539	3,012,200
Dyers and printers of silk yarns [4]	(4	61	20	10	91	255,000)
Dyers of straw braids	2	8	0	0	8	72,000
Dyers and scourers	49	97	31	6	134	160,800
Earthenware and pottery	4	126	11	43	180	257,900
Electric light machinery and apparatus	16	178	29	22	229	343,750
Electro-platers, gold and silver [5]	5	45	1	13	59	88,500
Electrotypers	5	125	8	45	178	251,600
Elevators and hoisting machinery	(9	200	1	7	208	385,000)
Embroidery and stamping	8	11	92	4	107	149,800
Enameling	2	4	2	2	8	15,000
Engravers, bank-note	2	37	10	10	57	135,000
Engravers, general	38	202	10	81	293	386,175
Engravers, steel and copper plate [6]	5	38	8	13	59	120,500
Engravers of music	2	6	0	2	8	14,000
Engravers on wood	16	52	5	11	68	85,700
Engravers' blocks, boxwood	3	43	0	8	51	76,500
Engravers' plates, steel, etc.	2	12	0	0	12	23,200
Envelopes and tags [7]	8	58	164	14	236	361,000
Extracts, medicinal. See Pharmaceutical Products.						
Extracts and fruit flavors	6	27	6	2	35	52,500
Extract of beef	1	7	1	2	10	18,000
Feather and down beds. See Bedding, etc.						
Feathers, dyed and finished	3	2	5	0	7	18,400
Feather dusters	2	4	2	0	6	9,000
Felting and cement covers	1	2	0	0	2	2,000
Fertilizers, chemical	4	270	0	10	280	1,420,000
Fertilizers, animal matter	6	74	0	2	76	279,500
Files. See Steel	(8	381	2	231	620	684,000)
Fire-brick and tile	13	276	0	26	302	636,300
Fish preserving	1	8	0	0	8	22,000
Fishing-tackle and nets	6	25	4	5	34	51,000
Flasks and demijohns, of glass, covered	4	14	28	51	93	237,000
Florists and seedsmen [8]	65	168	28	28	224	352,300
Flouring-mills	24	160	1	21	182	2,430,000
Foundry facings	2	32	0	0	32	160,000
Fruit-jellies and preserves	5	189	81	57	327	510,100
Fruits, desiccated and evaporated	2	12	1	12	25	85,900
Furniture and chairs	271	4,273	189	491	4,953	7,594,979
Furs, hatters', cut [9]	1	20	0	5	25	50,000
Fur manufacturers, clothing	29	130	278	32	440	929,986
Galvanizing. See Iron	(9	460	2	33	495	2,165,000)
Gas-works	9	2,611	0	6	2,617	3,091,152
Gas-fixtures	10	486	49	51	586	919,500
Gas-meters—not generators	8	233	7	27	267	544,000
Gas-tanks and apparatus	2	50	0	0	50	90,000
Gauges, steam and water. See Machinery.						
Gilders and bronzers	5	12	1	5	18	27,000
Glass-cutters, decorators, and stainers	20	167	38	48	253	379,500
Glassware, flint and green, hollow	12	1,423	353	1,058	2,834	2,724,900
Glass tubes and blow-pipes	3	17	3	9	29	28,100
Gloves, not knit	3	12	40	3	55	66,500
Glue and glue products	4	226	35	62	323	669,000
Gold assay, fiscal year	(1	10	0	0	10	490,000)
Gold coinage, calendar year	(1	122	120	0	242	35,849,900)
Gold chains and rings	2	13	0	7	20	30,000
Gold leaf and foil	11	159	208	54	421	691,650
Goldplaters, with electro-platers	(3	10	0	2	12)	
Gold watch-cases [10]	12	469	181	212	862	1,386,644
Grinders and polishers with cutlery and tools	(5	15	0	0	20)	
Grindstones	2	10	0	0	10	30,000
Guns, pistols, and sportsmen's articles	16	44	0	10	54	93,600
Haircloth	3	15	37	4	56	137,500
Hair, curled	7	219	95	76	390	1,086,300
Hair felting (boiler covering)	1	3	0	0	3	4,500

[1] See "steel and iron tools," under which all tools, properly so-called, are classified; also see surgical instruments.

[2] These are simply grinding-mills, with machinery adapted to grinding drugs, chemicals, minerals, etc., and are not themselves producers of drugs in any form.

[3] These are jobbing dyers, not connected with other works, and not including dyers and scourers, but include six dyers of silk yarns. There are also thirty-five large dye-houses attached to cotton- and woolen-mills not included in this summary.

[4] With general dyers.

[5] Many large establishments do their own electro-plating, with gold, silver, or nickel; these are separate establishments only.

[6] Includes James Dunn, copper rollers, 247 South Third; Illman Bros., 605 Arch; John Sartain and Emily Sartain, 728 Sansom; and Samuel Sartain, 210 Franklin, with others.

[7] Wholesale envelope and tag manufacturers only. For envelopes lettered to order, see "paper, envelopes, and stationery."

[8] Representing the value of made-up bouquets and prepared floral ornaments only.

[9] Separated as a part of a larger establishment making hats.

[10] See under "watch cases, silver," the product of Hagstoz & Thorpe, in cases of silver, all the persons employed on both gold and silver cases being included here. The weekly product of these larger works is 1200 cases of silver and 900 cases of gold.

Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Hair, human	37	39	262	9	310	$349,450
Hair jewelry	4	5	7	0	12	15,500
Hairpins	1	4	5	5	14	18,206
Hames, wood and iron	3	14	0	0	14	28,000
Hardware (not chiefly of iron)	22	171	18	42	231	342,450
Harness and saddlery	143	471	11	59	541	838,060
Hat-blocks and moulds, wood and iron	4	9	0	5	14	28,000
Hat- and bonnet-frames	2	11	28	4	43	77,400
Hats and caps, men's and boys'	66	1,007	465	321	1,793	2,261,768
Hats and bonnets, straw	12	109	434	28	571	713,750
Hats and bonnets, trimmed	101	11	286	9	306	298,150
Hat bodies	2	45	0	12	57	102,600
Hat leathers and tips	4	29	3	11	43	64,500
Hide-dressers, salting and cleaning	(6	51	0	3	54	486,600)
Hoopskirts	3	1	13	0	14	21,000
Horse clothing (with blankets)	(2	35	300	10	345	385,000
Horse sandals	2	4	3	0	7	9,200
Hosiery and knit goods [1]	157	2,222	8,301	1,993	12,516	14,106,640
Hosiery silk, and silk and rubber	6	37	30	8	75	112,500
House furnishing goods	3	22	14	5	41	63,250
Hydrant cases, wooden	2	6	0	0	6	7,500
Ice-cream freezers	3	20	0	2	22	39,600
Ice-wagons and implements [2]	4	29	0	0	29	146,200
India rubber reclaiming	1	23	0	3	26	39,000
India rubber clothing	(3	16	62	6	84	110,000)
Ink, printing	8	82	0	2	84	345,000
Ink, writing	9	18	11	20	49	82,500
Insect powder	2	2	0	2	4	2,500
Instrument cases	3	10	0	3	13	16,000
Iron Manufactures.						
Blast furnace	(1	50	0	0	50	50,000)
Rolling-mills, bar, sheet, and plate	9	1,405	0	162	1,567	3,449,300
Cut nails and spikes	(2	80	0	40	120	210,000)
Horse-shoes	(1	47	0	5	52	104,000)
Sheet, galvanized	6	276	0	4	280	1,280,600
Galvanizing-works, other	9	465	2	29	496	2,165,000
Foundries, Classified:						
Car seats	2	20	0	0	20	40,000
Car wheels	1	200	0	0	200	600,000
Hardware specialties	8	340	34	203	577	916,500
Hollow-ware and stoves	10	1,157	1	147	1,305	1,985,000
Malleable iron castings	4	730	17	150	897	1,479,600
Ship propellers	(1	60	0	0	60	120,000)
General building foundries	48	1,983	0	67	2,050	3,658,811
Wrought-Iron, Classified:						
Architectural, railings and fire escapes, plain and galvanized	19	445	0	10	455	875,000
Axles, in part steel [3]	2	54	0	8	62	118,000
Bolts, nuts, and rivets, punched and wrought	9	521	0	84	605	1,369,600
Carriage-bolts, wrought	8	299	50	168	517	688,000
Chains and cables	4	166	3	49	218	345,200
Hardware, chiefly wrought	26	325	12	70	407	435,000
Nails and spikes, wrought [4]	2	6	0	5	11	15,000
Pipe, wrought and welded	6	1,051	0	139	1,190	2,363,000
Railway switches and track material	2	380	0	0	380	575,000
Safes and fire-proofs	5	126	0	0	126	264,000
Scales and balances	7	143	1	9	153	280,000
Screws, for wood and iron	4	63	17	33	113	138,000
Ships and ship-building [5]	4	2,440	0	173	2,613	5,620,000
Ship repairs, iron	7	123	0	7	130	253,400
Sheet iron, stamped wares	5	120	42	35	197	320,000
Shovels and hods, stamped	4	183	0	13	196	315,000
Steam-heating apparatus	6	131	0	0	131	275,000
Stoves, heaters, and ranges [6]	123	875	0	53	928	1,565,000
Wire, drawn [7]	1	25	0	2	27	85,000
Wire manufactures	18	132	6	71	209	300,000
Iron Machinery:						
Steam-engines and boilers	48	920	0	55	975	1,742,500
Locomotives	5	3,793	0	16	3,809	7,506,200

[1] It is not possible to separate the number of establishments and the force employed on hosiery and knit goods into the several natural divisions of cotton hosiery, woolen and mixed hosiery, knit scarfs, hoods, operas, gloves, jackets, Jerseys, etc., because of the constant alterations of production in the same establishments. It may be said, generally, that hosiery wholly of cotton employs one-half the force, and the various grades of merino or mixed hosiery, jackets, etc., one-fourth of the entire force, leaving one-fourth to all wool or worsted goods. This would not be true of power-knit fabrics alone, but when the large and increasing proportion of hand-knit zephyrs and Shetland fabrics is considered, it has nearly the proportion of one-fourth. Cardigan jackets are now made very largely of cotton, and in a few establishments mixtures of silk are used. The rate of production varies from $850 to $900 for each person employed on cotton, to $1000 on merino, and $1250 to $1500 for woolen power-knit goods, jackets, fancy articles, and especially for worsted Jersey cloths and Jerseys, which for 1883 will aggregate a larger product, occupying some large mills almost exclusively.

[2] Four establishments, belonging to the Knickerbocker Ice Company, for the manufacture of wagons, springs, and machinery for handling ice, to be sold to dealers in ice generally.

[3] Not including locomotive axles, which are largely made at the Baldwin works, nor steel axles, which are made at the Midvale works, and by Alexander Foster & Co.

[4] The wrought-nail industry has almost disappeared, but there are a few makers of wrought spikes, nails, and rivets for special uses, particularly for ship-building and repairs, and boiler manufacture.

[5] Including 200 men for the new ship-building works of Commander Gorringe, but no product counted for these works during 1882.

[6] All that are manufacturing finishers of stoves, heaters, and ranges, working up large quantities of iron, sheet and cast, and not mere dealers or repairers, although about half of them combine repair work to some extent with their manufacture. They are classed as manufacturers and not as dealers by the city authorities.

[7] See steel wire works of Bateman & Son, under "steel, etc."

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Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of of Product.
Bookmakers' machinery	2	49	0	4	53	$109,500
Brewers' and maltster's machinery	2	29	0	2	31	62,000
Brick-makers' machinery	5	78	0	4	82	143,500
Cigar-makers' machinery, iron	2	17	0	4	21	20,000
Coining and mint machinery	2	85	0	14	99	250,000
Confectioners' machinery	2	23	0	1	24	36,000
Die-cutters' machinery	1	10	0	5	15	17,500
Elevators and hoisting machinery	9	200	1	7	208	385,000
File-making machinery	1	15	0	0	15	17,500
Flouring-mill machinery	5	119	0	10	129	225,000
Gas-engines	2	158	0	0	158	287,000
Gas generating machinery and tanks	8	36	0	0	36	84,000
Hydraulic and pneumatic machinery, separate establishment only	3	93	0	0	93	18[illegible],000
Iron-working machine tools	10	1,203	0	86	1,289	2,255,750
Jewelers' and gold-working machinery	2	21	0	6	27	45,000
Leather-dressing machinery	1	9	0	0	9	15,000
Mining and ore crushing machinery	3	49	0	6	55	114,000
Paper-making machinery	3	75	0	13	88	175,100
Printers' presses and machinery	8	109	1	14	124	222,000
Screw-making machinery	1	17	0	0	17	31,450
Sewing-machines	11	383	7	110	500	867,600
Shafting (exclusively)[1]	3	122	0	2	124	248,000
Sugar-making machinery, not separated.[2]						
Testing machinery for tensile strength	2	24	0	2	26	48,000
Textile manufacturing machinery	40	1,556	19	155	1,730	3,059,250
Wood-working machinery	7	383	0	28	411	893,250
Machinery, general, not specified	36	1,021	0	110	1,131	1,973,000
Machinists	28	114	0	14	128	231,250
Ivory and bone turners	6	196	6	77	279	405,300
Ivory turners, vegetable	1	15	0	0	15	15,000
Japanners	2	19	4	5	28	50,400
Jewelry[3]	79	547	79	123	849	1,458,915
Jewelry and fancy cases[4]	13	78	54	25	157	282,600
Kid leather. See Leather Morocco and Calf Kid.						
Kindling-wood	18	90	0	37	127	190,500
Knit goods. See Hosiery.						
Knitting-machines	(12	113	9	18	140	246,000)
Lace goods, curtains, etc.[5]	87	57	617	31	705	844,000
Ladders and house articles	6	14	0	2	16	28,200
Lamps, lanterns, and reflectors	17	133	25	19	177	288,500
Lamp-shades, paper and other	2	8	10	16	34	40,800
Lampblack	4	67	2	7	76	190,800
Lapidaries. See Diamond Setters.						
Lard refiners[6]	6	99	20	26	145	1,805,000
Lasts and last patterns	III	56	0	8	64	80,400
Laundries for manufacturers	3	7	81	0	88	146,000
Lead, pipe, bar, and refining	5	41	0	0	41	945,000
Lead, white, red, etc. See White Lead.						
Leather, hides, cleaned, etc.	6	51	0	3	54	486,000
Leather curriers	16	131	3	11	145	939,000
Leather, sole and belting	3	51	0	2	53	209,000
Leather, morocco	46	1,919	134	499	2,552	7,062,184
Leather, calf-kid and glove-kid	10	[illegible]	20	37	441	1,380,000
Leather, sheep and fancy	9	109	4	21	134	370,500
Leather for whips and ball-covers	1	7	0	0	7	10,500
Lightning-rods, iron and metal	2	44	0	20	64	3[illegible]1,200
Lights and beacons	2	9	0	0	9	36,000
Lime	3	15	0	0	15	45,000
Lithographers[7]	29	449	96	149	694	954,200
Locks, not of iron	12	134	6	52	192	317,280
Locksmiths, key- and bell-fitters	28	42	0	8	50	65,000
Looms, iron[8]	(8	250	0	0	250	400,000)
Looms, wood, and shuttles	6	66	0	4	70	108,000
Lumber. See Saw- and Planing-mills.[9]						
Macaroni and farina	2	12	1	2	15	90,000
Machinery. See Iron, etc.						
Machine card clothing	(2	25	0	3	28	112,000)
Malt houses	15	193	0	0	193	1,640,750
Mantels, slate	3	49	0	10	59	123,000
Map publishers	6	18	18	23	57	85,500
Marble manufacturers[10]	90	1,198	0	89	1,287	3,311,500
Masonic marks and jewels	2	6	0	2	8	12,000

[1] Shafting is also made by several of the larger works,—William Sellers & Co., and others.

[2] Sugar-making machinery is largely made, but usually in establishments chiefly engaged on other products; copper vacuum pans by Joseph Oat & Son; centrifugals by Dienelt & Eisenhardt and W. P. Uhlinger; and steam sugar machinery, pans, castings, etc., by the Southwark Foundry and Machine Company, I. P. Morris Company, and James Moore. Steam-pumps are made by several of the larger establishments, and by Ferrell & Muckle, 2218 Race Street.

[3] Not including watch and jewelry repairs, gold watch-cases, gold rings, nor optical goods.

[4] Including cases for watches and silverware, but not including instrument cases or medicine chests.

[5] Chiefly large establishments making up clothing, laces, or lace-trimmed articles of clothing.

[6] Not including the lard refining of butchers and small curers of meats, about ten more, and $500,000 in value.

[7] The values produced are the cost of the work only, not including any part of the publishers' values.

[8] Iron power-looms are made in large numbers and widely distributed to the South and to foreign countries, but the number of persons so employed cannot be separately stated. A large share of the business of the Bridesburg Manufacturing Company, the James Smith Woolen Machinery Company, M. A. Furbush & Son, Thomas Wood & Co., W. P. Uhlinger, and several smaller works, is now on iron power-looms. An estimate of the men necessarily so employed would be perhaps 250, and of the product, $400,000. Wooden looms for hand-weaving are made by many employés of the carpet, rug, and silk-mills. The compound looms for narrow silk or web fabrics, on which a large number of distinct webs are woven, are often made for the mills by workmen not connected with large machinery establishments. The number of carpet, silk, and upholstery looms of this class made in 1882 was about 800, valued at $120,000.

[9] Logs of pine, hemlock, and oak are cut for ship frames, wharf timbers, house building, and other like purposes, and mahogany and walnut logs are cut for furniture, but no lumber proper is made, nearly all the lumber cut from logs being further dressed in the same mills.

[10] Not including yards or works exclusively for stone-cutting.

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Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Masts and spars	4	10	0	2	12	$36,000
Matches	7	29	90	25	144	286,200
Mathematical and scientific instruments, N. S.	10	71	3	23	97	174,700
Mats, cocoa	1	26	5	19	50	85,000
Mats, wood and rubber	1	6	0	1	7	10,500
Meats, cured and packed	67	508	82	57	657	5,563,500
Medicines, proprietary [1]	5	123	105	15	243	1,801,980
Medicine chests	1	7	3	1	11	19,800
Metal foil, lead and tin	1	10	18	5	33	49,500
Metal wares, sheet [2]	6	25	0	10	35	91,000
Metal spinners	6	26	0	7	33	57,000
Metals, solder and soft [3]	4	60	0	12	72	540,000
Microscopes	2	13	0	3	16	28,400
Military and society goods	12	62	85	14	161	227,600
Millstones, burr	2	14	0	0	14	35,000
Mince meat and fruits	2	38	23	0	61	152,500
Mineral waters	17	138	0	17	155	266,700
Mineral and soda water apparatus	4	70	0	0	70	175,000
Mirrors and gilt frames	63	598	21	133	752	1,518,590
Models and patterns	23	138	0	16	154	193,000
Music printers and publishers	5	48	20	9	77	154,000
Music typographers	2	10	2	12	24	43,200
Musical instruments, church organs	4	15	0	3	18	35,000
Musical instruments, pianos	5	217	0	15	232	580,000
Musical instruments, brass and other	31	166	4	36	206	238,660
Needles, for sewing and knitting machines	4	16	25	1	36	52,850
Nickel coinage (with coinage)	...	...	...	...	...	(573,830)
Nickel platers	8	55	0	15	70	138,100
Novelties, house articles	2	3	15	3	21	37,800
Oilcloths	3	426	5	40	471	1,497,850
Oiled clothing, watermen's	2	12	7	0	19	57,000
Oleine	2	60	15	3	78	190,000
Oil, lard, refined	2	10	0	0	10	75,000
Oils, animal, lubricating	6	44	0	17	61	403,102
Oils, animal, refined	5	139	5	6	150	682,000
Oils, mineral, illuminating	12	2,536	0	611	3,147	9,379,000
Oils, mineral, lubricating	5	24	7	0	31	76,100
Oils, vegetable, linseed	4	61	0	1	62	399,800
Oils, vegetable, rosin	1	9	0	0	9	45,000
Optical goods. See jewelry, also [4]	18	158	41	30	229	376,900
Paints and varnishes	28	464	11	49	524	3,197,900
Painters, house, sign, and ornamental [5]	283	2,081	0	58	2,139	3,599,130
Paper-mills, book, news, and roofing paper	9	467	271	13	751	2,246,000
Paper pulp	1	185	0	2	187	148,000
Paper hangings manufacturers	5	183	3	186	372	681,900
Paper hangers (employers only) [6]	28	202	20	25	247	426,900
Paper boards, covered, for binders and boxmakers [7]	7	122	3	2	127	444,500
Paper boxes. See Boxes	(36	248	1,545	126	1,919	1,877,400)
Paper cop-tubes	2	6	0	2	8	12,000
Paper envelopes and stationery [8]	4	28	49	17	94	150,400
Papier mache	1	9	0	6	15	27,000
Paraffine, oil and wax	2	17	0	0	17	85,000
Paste, for paper boxes, etc	4	9	0	1	10	16,200
Pens, gold	2	5	0	2	7	8,000
Pens, steel	2	25	45	10	80	130,000
Perfumery and pomades	20	88	98	40	226	491,300
Pharmaceutical preparations [9]	133	567	168	122	857	2,433,480
Phosphor bronze. See Bronze.						
Photo engravers	4	37	0	10	47	84,600
Photographers	91	129	46	22	189	249,710
Photographic publishers	1	8	2	1	11	23,400
Photographers' materials	6	26	14	5	45	76,800
Pianos. See Musical Instruments.						
Pickles and sauces	9	43	50	19	112	254,300
Pipes, smoking, wood and other	8	189	28	62	279	365,900
Planes, carpenters'	2	6	0	0	6	4,800
Plastering, casts and stucco work	24	148	21	6	175	329,400
Plate-printers	7	51	12	14	77	138,600
Plumbers and gas-fitters	236	862	6	180	1,048	1,709,450
Plumbers' fittings and supplies [10]	2	112	0	10	122	309,600
Pocketbooks and leather bags	12	391	172	174	737	922,000
Pocket and other flasks	2	4	2	1	7	7,000
Porcelain knobs	2	5	0	0	5	5,600
Pottery and stoneware. See Earthenware [11]	(7	122	0	12	134	237,314)

[1] See pharmaceutical preparations for most of the non-proprietary medicines.

[2] Sheet metal wares are chiefly stamped from sheet iron, plain or tinned; but some are of mixed metals.

[3] Not bronzes. Solder or Babbitt metals are made by several of the establishments now chiefly making bronzes; two such have divided, taking half for each class, namely, the bronzes on one side, and the soft metals on the other. See "Bronzes."

[4] Spectacles or eye-glasses, opera-glasses, hand- and reading-glasses.

[5] Painters who keep a workshop and prepare their own materials only are included; about one-half of these make a business also of painting signs, which is a large industry, all the materials being in most cases furnished by the painter's shop.

[6] This industry is placed by the United States census with house-painting, as "painters and paper-hangers," a practice common in Northern States, but not in Philadelphia. Paper-hangers here are distinct, although they contract to perform work, and employ each a force of several men, as they do elsewhere; only those who are wholesale decorators and furnishers are here taken.

[7] A large business is now done in facing paper-boards with white or fine paper, and in cutting these for various uses.

[8] Ordinary envelopes printed to order and furnished as stationery for business or commercial uses, as distinguished from cards and invitation envelopes.

[9] This term embraces much that is often designated as "drugs and medicines;" also as medicinal chemicals; and many dispensing druggists now manufacture various preparations on a large scale for the trade.

[10] Nearly all the fittings of iron, brass, lead pipe, earthenwares, etc., appear under other headings; these are the returns of C. A. Blessing and F. F. Peal only.

[11] Not including drain-pipes or terra-cotta vases, garden statuary, etc. See "Earthenware," etc.

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Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Printers, job. See Book also	241	1,859	370	720	2,949	$3,783,900
Printers and publishers of newspapers and serials	91	1,792	102	177	2,071	6,076,000
Publishers of serials, not printers	23	124	5	5	134	350,000
Printers of music. See Music.						
Printers of engravings. See Plate Printers and Lithographers.						
Printers' frames, rollers, furnishings, etc	8	43	0	5	48	86,400
Provisions, sausage, and prepared meats	13	45	9	11	65	276,800
Pumps, steam, with machinery	...	...	...	...	...	.....
Pumps, wooden	5	22	1	3	26	45,800
Quilts and coverlets, sewed or handworked [1]	3	19	15	6	40	80,800
Railroad supplies, oils, etc	2	20	0	8	28	50,400
Rectifiers and refiners of spirits [2]	24	84	2	3	89	824,000
Reeds, heddles and loom fittings	4	31	3	3	37	59,200
Refrigerators	10	131	6	6	143	214,500
Regalia and society goods. See Military Goods.						
Riggers (for hoisting)	3	26	0	0	26	54,000
Roofers, tin, felt, slate, etc	87	422	4	22	448	707,200
Rubber clothing. See Clothing.						
Rubber stamps	5	19	5	8	32	57,800
Saddlery and harness. See Harness.						
Sails and ships' rigging	16	145	0	19	164	344,000
Safes. See Iron.						
Sand and emery paper	2	130	20	39	189	398,000
Sash, doors, and blinds	28	714	0	45	759	1,524,500
Saw-mills, mahogany and cabinet woods	4	82	0	0	82	433,000
Saw- and planing-mills	23	523	0	11	534	1,675,550
Saws. See Steel Manufactures.						
Scales and balances. See Iron Manufactures.						
Seed-packing and implements [3]	7	105	83	17	205	358,000
Sewing-machines	(11	383	7	110	500	867,800)
Sewing-machine repairs	8	18	2	4	24	20,000
Ship-builders, iron. See Iron	(4	2,440	0	173	2,613	5,620,000
Ship-builders, wood (not boats)	3	105	0	0	105	415,000
Ship-machinery and repairs, iron	(7	123	0	7	130	253,400)
Shot, lead	2	10	0	0	10	80,000
Show-cards	11	75	11	30	116	162,000
Show-cases	8	37	1	5	43	73,100
Signs, metal and glass	7	40	4	5	49	84,600
Signal-rockets	1	3	0	0	3	3,400
Silk, tram, organzine, and spun	5	63	234	27	324	710,000
Silk, machine-twist	1	6	50	0	56	140,000
Silk, spun silk, and noils yarn	4	30	25	30	85	170,000
Silk curtains and turcomans	10	171	72	39	282	524,000
Silk and mixed upholstery goods	14	507	283	120	990	1,682,000
Silk ribbons (in part)	1	44	120	10	174	261,000
Silk dress goods (in part)	1	34	146	3	183	329,400
Silk and mixed trimmings, fringes, etc	30	785	2,663	340	3,788	4,166,800
Silk gimps	2	34	35	24	93	111,600
Silk knit goods	5	38	30	8	76	114,000
Silk dyers, yarns	7	108	21	13	142	255,600
All silk [4]	(31	1,900	3,679	614	6,193	8,818,370
Silverware, solid	10	106	1	24	131	247,700
Silver-plated ware [5]	33	253	39	54	346	654,600
Silver coinage, calendar year 1882. See Coinage	(1	.....	...	...	.....	11,493,038)
Silver-platers. See Electro-platers.						
Slate mantels	5	82	0	15	97	194,000
Soap (common) and candles	31	183	38	32	253	1,162,600
Soap, perfumed	7	248	64	60	372	1,488,000
Soapstone basins	2	7	0	1	8	14,800
Spices, ground and prepared	10	129	118	9	256	558,300
Sportsmen's goods	5	45	101	12	158	262,400
Stamps, rubber and steel. See Rubber Stamps and Steel Dies.						
Starch and starch polish	2	6	12	2	20	28,000
Stationery, not specified	12	17	32	4	53	129,300
Steam-heating apparatus. See Iron.						
Steam packing, waste and felt	3	58	5	9	72	71,700
Steel, ingots and rolled, plate and sheet	6	640	0	0	640	1,659,200
Steel springs, car and carriage	11	316	0	14	316	638,000
Steel saws	7	499	0	182	681	1,200,120
Steel files (see Files also)	18	378	2	215	595	684,000
Steel and iron tools [6]	20	433	9	298	731	1,034,800
Steel cutlery and steel tools	(27	297	5	85	387	524,500)
Steel wire, tempered for card clothing [7]	(1	10	0	0	10	20,000)
Steel forks	2	128	0	17	145	253,750
Steel cutting dies and brands [8]	5	15	0	5	20	29,000
Steel grate bars	1	10	0	0	10	18,000
Stencils and stamps	10	30	0	7	37	53,650
Stonecutters and stone-masonry	35	550	0	19	569	1,232,500
Stonecutters' tools	3	5	0	1	6	7,200
Stoneware. See Pottery and Terra Cotta.						
Stoves and ranges	(123	875	0	53	928	1,565,000)

[1] Not including coverlets woven in looms, which are given under cotton.

[2] The amount of general rectifying was very much smaller than usual in 1882, mostly of those usually so engaged doing very little.

[3] Including only such seeds as are cleaned, prepared, and packed in the city, and garden implements made here.

[4] Several changes occurred during the year 1882,—George F. Hensel, fringes, Oldfeldt & Brother, upholstery goods, and George E. Jenkins, trimings, discontinuing about the middle of the year. Three establishments make tram and organzine in connection with finished fabrics,—one at machine-twist, one on ribbons, and one on dress goods. Much spun silk is used by makers of both dress goods and coatings, which does not appear in manufactured fabrics classed as silk, and much is used for embroidering, for shoes and other machine sewing.

[5] These establishments still plate by the old method of fusion, but most of the plating is by deposit from solution.

[6] It is not possible to separate a class exclusively as tools which would embrace all tools; and these are taken as affording only an approximate distinction. The large works of W. H. Sowers, placed with cutlery and edge tools, and the two steel-fork works, with several less important, might with equal propriety be classed with tools.

[7] See textile machinery, "card clothing."

[8] Cutting dies and stamps, for boot and shoemakers, clothiers, paper-makers, and others, are largely made.

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Industries.	No. Establishments.	Men.	Women.	Youths.	Total.	Value of Product.
Straw goods. See Hats	(12	109	434	28	571	$713,750)
Sugar refiners	11	1,777	0	12	1,789	27,950,000
Surgical appliances [1]	6	33	10	5	48	76,800
Surgical instruments, steel	17	120	18	23	161	233,450
Suspenders, with clothing	(12	26	112	11	149	155,000)
Swords, plating and mounting	3	5	0	2	7	12,000
Tags, shipping	6	25	9	16	50	79,500
Tallow and fat melters	3	48	0	1	49	441,000
Tanks and vats, wooden	4	75	0	2	77	169,400
Taxidermists	5	10	0	0	10	9,000
Telegraphic instruments. See Electrical Instruments.						
Terra cotta ware and pipe	4	68	0	1	69	207,000
Thread. See Cotton.						
Tin cans	2	47	0	16	63	120,000
Tin, copper, and sheet-iron ware	215	961	84	161	1,196	1,821,600
Tobacco manufacturers, packing	6	50	40	7	97	485,000
Tobacco manufacturers, snuff	4	65	39	37	141	282,000
Tobacco manufacturers, cigars	490	2,321	383	350	3,054	3,164,000
Tools. See Steel and Iron Tools.						
Toys	15	104	77	51	232	237,600
Trunks and valises	26	171	7	35	213	423,000
Trusses	9	81	71	16	168	264,100
Turners and carvers. See Wood Turners and Carvers.						
Type-founders	4	254	2	159	415	578,645
Types, wood	1	3	0	0	3	3,300
Umbrellas and parasols	36	274	1,201	135	1,610	2,955,450
Umbrella-frames, steel and iron	3	81	92	85	258	438,000
Umbrella furniture, handles, tips, etc	3	152	73	115	340	459,000
Undertakers' goods	25	68	9	6	83	132,000
Upholsterers	113	256	131	51	438	754,900
Varnish [2]	6	51	0	1	52	262,000
Velocipedes and bicycles	2	15	0	2	17	25,400
Ventilators, flue and pipe	3	9	0	2	11	13,000
Vinegar	9	30	1	1	32	96,000
Wagon-makers [3]	3	232	0	0	232	283,000
Washing- and wringing-machines	3	8	0	1	9	13,500
Watch-cases, silver. See Gold Watch-Cases	(1	88	70	50	218	357,800)
Watch-makers' dials and cases	6	16	3	6	25	32,000
Watch and jewelry repairs [4]	88	154	4	17	175	226,500
Water-proof fluid	1	2	5	1	8	12,000
Wax-work, flowers, fruits, etc	4	2	10	2	14	34,000
Webbing, elastic mixed [5]	3	40	9	28	77	111,650
Wharf- and dock-builders	4	196	0	0	196	838,000
Wheelwrights [6]	12	58	0	3	61	104,250
Whips and canes	13	17	4	12	33	45,100
White and red lead	4	265	2	5	272	1,360,000
Whiting and Paris white [7]	6	67	0	1	68	476,000
Window-shades and furnishings	35	184	31	46	261	480,650
Wire-work, covered and fancy. See Iron Wire	6	14	1	20	35	54,900
Wood- and willow-ware	18	138	0	9	147	235,500
Wood turners and carvers	24	127	0	41	168	230,300
Wool pulling, sorting, and cleaning	6	43	0	1	44	124,500
Wool shoddy	8	56	3	4	63	292,400
Woolen yarns	75	952	444	690	2,086	4,325,400
Woolen flannels	2	125	200	75	400	720,000
Woolen blankets	12	1,044	912	369	2,325	5,245,500
Woolen coatings	3	303	212	113	628	1,411,600
Woolen cassimeres, jeans, and doeskins	11	692	1,013	264	1,969	3,634,400
Woolen shawls	12	138	120	29	287	585,200
Woolen felted goods	2	17	0	2	19	38,000
Woolen Germantown yarns [8]	5	45	59	23	127	304,980
Wool and worsted goods	10	527	484	161	1,172	2,463,410
Worsted yarns [9]	11	435	1,218	610	2,263	4,541,600
Worsted yarns in other mills	(12	.....	.....	.....	.....	4,300,000)
Worsted zephyr and Shetland yarn	2	30	90	20	140	350,000
Worsted braid and cord	2	22	108	35	165	315,000
Worsted coatings and dress goods	25	2,183	2,196	725	5,104	10,712,100
Worsted plush	2	60	50	15	125	312,500
Worsted and silk umbrella cloths	3	39	105	24	168	332,000
Zinc castings, sheets (part of galvanizers)	(1	6	0	0	6	25,000)
Zinc retorts (part of crucibles)	(1	3	0	0	3	5,000)
United States Mint [10]	1	181	129	0	310	3,309,395
Totals	12,063	147,137	67,060	28,296	242,483	$481,226,309

[1] Silk and rubber surgical hosiery, elastic bandages, etc.

[2] Much varnish-making is also included under paints.

[3] But two or three regular wagon-makers can be stated separately, the principal ones being Wilson, Childs & Co. and H. G. Kessler. These are the returns of three leading works.

[4] A large share of this is new work, and only the establishments employing constant labor are reported. The census of 1880 returned only 14; the whole number is in fact 250, but of these about 100 are accustomed to employ workmen regularly, or to represent the labor of others than the proprietors.

[5] These three establishments are separated because they employ variable materials, and cannot be classed with cotton or worsted webbing, bindings, and braids: Aronia Fabric Company, and A. Sauchknecht, Germantown, and N. B. Bilger, 231 Race Street.

[6] Limited to the shops which do not make new wagons.

[7] Limited to the products of chalk, and not including barytes or other whites.

[8] Finishers of Germantown yarns, two of them being spinners also.

[9] This number of establishments represents eleven combers and spinners who do not further manufacture, and twelve establishments which comb and spin in connection with weaving. For convenience the worsted-weaving mills will have all their force of persons employed given under that head; the quantity of worsted yarns spun in the eleven spinning-mills was 3,453,000 pounds, nearly all high numbers; in cloth-weaving mills and in the carpet-weaving mills, 2,200,000 pounds, 500,000 pounds going into Shetland yarns and braids.

[10] The numbers employed at the Mint, in the coinage and general departments, are here entered with an equivalent of values produced as if working ordinary metals; those employed in assaying, melting, and refining are entered under those heads.

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NOTE.—In the tables as they stand the number of establishments foots up 12,063, but the number of separations made to represent distinct products in chemical-works, iron, steel, and machinery, printing and publishing, etc., is 137, and the total of distinct proprietors is reduced to 11,942. There are about 1000 establishments in the building, clothing, boot and shoe making, blacksmithing, and like trades, including also many dealers who manufacture to the extent of $500 not included in any of the foregoing schedules.

The following are the footings of the several publications of the Industrial Census of 1880, made by the Census Office and its agents:

	Establishments.	Capital.	No. Employed.	Wages.	Product.
First publication, November, 1880	9050	$166,686,934	197,964	$68,027,832	$322,984,461
Second publication, June, 1882	8377	170,495,191	173,868	60,606,287	304,591,725
Third publication, July, 1883	8567	187,148,857	185,927	64,265,966	324,342,936
The last, less than 1882	3350	Not given.	56,956	19,430,764	156,883,374
The "Twenty Cities" publication, less than 1882	3549	Not given.	68,615	23,090,443	176,634,584

In communicating this census of manufactures to the City Councils, Mayor King, in his message of Jan. 1, 1883, remarks that—

"The publication made a few months since of the census of these industries, which appeared to show a decline from 1870 to 1880, instead of the increase of which every citizen must be conscious, led to a movement on the part of some public-spirited citizens for the purpose of securing a recount of the statistics of establishments and of the numbers employed in manufactures, for which purpose a simple and apparently effective plan was proposed to me, and in which my co-operation was requested. Believing that a great public service would be done by a faithful re-examination of these great interests, I tendered the fullest practicable aid of the lieutenants and officers of the police in each ward and district of the city, and they were furnished with blank forms and instructions as to the manner of obtaining information. The work was done very promptly and in the most careful and official manner, and more than 10,000 manufacturing establishments were examined, and their statistics as to the class of products and the number of persons employed in each case were obtained and placed in the hands of Mr. Blodget for compilation and classification. I cannot speak too strongly of the care and spirit shown by the lieutenants and officers charged with this duty, and I am assured that their work is at least equal in value to that of any of the regular decennial census-takings, so far as the forms extend. The results already show a very large increase over the reported figures made public a short time since as for the census of 1880, there being over 11,000 industrial establishments instead of 8300, as then reported, and about 235,000 persons employed in these establishments instead of 173,000, as reported for 1880. The changes are so great and so striking in most of the greater industries as to show an absolute necessity for making the present revision thorough and complete, and for then making it public in proper official form. As instances of the omissions in some departments, the increase in printing and publishing is from $9,000,000 to $23,000,000 in value. In iron manufactories nearly 11,000 men are reported in excess of the former numbers, and in textile fabrics about 20,000 persons more are found, in fact, to be employed. The entire excess in the number of persons employed is about 65,000, as so far reported on the official forms.

"The superintendence and management of the present industrial census has been confided to Lorin Blodget, whose superintendence of both the former censuses, that of 1860 and that of 1870, has given him a very thorough knowledge of the entire city, and enables him to make the work as nearly perfect in its details as is practicable in anything so great in all its proportions, both of labor required and of results obtained. It has already been recognized by the statistical departments of both Pennsylvania and New Jersey, and it cannot fail to restore the reputation and honor of the city as the leading industrial centre in this country, if not in the world."

The growth of manufactures in Philadelphia from 1682 to 1883 has been traced from their early origin to their full development, as far as defective records would permit. The early history of these individual industries, scattered in detached fragments through many publications, have been collected and chronologically arranged, to present, as far as practical, a continuous narrative of their development. It was not merely statistical information of the growth as a whole, but the individual exigencies whether for prosperity or adversity have been collected and recorded. The early history of infant industries presents much data connected with family history, and shows how, generation after generation, the same family have clung to the business their progenitors started, growing in knowledge and increasing in experience, as well as in fortune, until the manufacture has been perfected by the combined experience of father and sons directed continuously and perseveringly to the same great end. Perhaps to this cause, as much as to any other, is the perfection arrived at in Philadelphia manufactures to be attributed. But, be the cause whatever it may, the fact is incontrovertible that, in this year of 1884, Philadelphia stands at the head of manufacturing centres in the United States, as well as a prominent competitor in the same line with any city in the world.

CHAPTER LVII.

THE INDUSTRIES OF PHILADELPHIA.

SITUATED in the centre of the great iron district, Philadelphia has become the largest manufactory of iron in the United States. This industry, in 1882, was conducted in over 500 establishments, employing over 27,000 hands, and turning out a yearly product valued at more than $50,000,000. When to these are added the large number of establishments in other branches of manufacture which use iron in some form, it will be seen that this industry ranks first in magnitude and value. The great supply of iron within immediate reach of the city, the abundant amount of coal, and the ease with which it is transported, all contribute to swell the volume and value of the industry. It was among the very earliest which the founder of Pennsylvania looked after, and endeavored by all means to promote and foster. In a letter to Lord Keeper North, in July, 1683, he mentions the existence of "mineral of copper and iron in

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divers places" in the province.[1] Gabriel Thomas, a resident of the province from about that date, writing in 1698,[2] states that ironstone ore had been lately found, which far exceeded that in England, being richer and less drossy, and that some preparations had been made to carry on an iron-work." He also mentions copper "far exceeding ours, being richer, finer, and of a more glorious color. Backward in the country lies the mines, where is copper and minerals, of which there is some improvement made already in order to bring them to greater perfection, and that will be a means to erect inland market towns, which exceeding promotes traffic."

In 1702, James Logan wrote to Penn as follows: "I have spoke to the chief of those concerned in iron mines, but they seem careless, never having had a meeting since thy departure. Their answer is that they have not yet found any considerable vein."

In 1708, William Penn wrote to James Logan to "remember the mines, which the Governor makes yet a secret even to thee and all the world but himself and Mitchell. Pray penetrate the matter, and let us see the *oare* in as large quantity as thou canst."

Nine years later the first iron furnace in the province is thus described in one of Jonathan Dickinson's letters,[3] written in 1717:

"This last summer one Thomas Rutter, a smith, who lives not far from Germantown, hath removed further up in the country, and of his own strength hath set upon making iron. Such it proves to be, as is highly set by all the smiths here, who say that the best of Swedes iron doth not exceed it; and we have accounts of others that are going on with the iron-works. It is supposed there is stone (ore) sufficient for ages to come. The first projectors may open the way, and in all likelihood hemp and iron may be improved and transported home in time, if not discouraged. Certainly a few years may supply this place for its domestic services, as may be easily supposed."

Mrs. James, in her "Memorial of Thomas Potts, Jr.," says that on the 24th of September, 1717, Sir William Keith, Governor of Pennsylvania, "wrote to the Board of Trade in London that he had found great plenty of iron ore in Pennsylvania." The exact location of Rutter's iron forge, or bloomery, cannot be ascertained.[4] In July, 1718, Jonathan Dickinson writes, "The *expectations* from the iron-works forty miles up the Schuylkill are very great." This probably referred to the Coventry Forge, in the upper part of Chester County, where Samuel Nutt had taken up land "on French Creek in 1717, and about that time built a forge there."[5] It is thought that Nutt's forge went into operation in 1720.

Jonathan Dickinson wrote in 1719,—

"Our iron promises well. What has been sent over to England hath been greatly approved. Our smiths work up all they make, and it is as good as the best Swedish. Many who have come over under covenants for four years are now masters of great estates. Our friends do increase mightily, and a great people there is in this wilderness country, which is becoming like a fruitful field. A gentleman, one William Trent, of our city, is forming a little town about his set of mills that he hath at Delaware Falls" (Trenton).

A forge also existed about this time in Manatawny (now Montgomery County), but then in Philadelphia.[6] The Elizabeth Furnace, near Lancaster, was owned in 1775 by Benezet & Co., of Philadelphia. It was built and managed by an eccentric and extravagant German baron, Henry William Steigel. He is said to have cast the first stoves that were made in this country, which were probably the same as the "Jamb Stoves" cast by Nicholas Sauer, at Germantown.[7]

In 1726 the Assembly, in an address to the descendants of Penn, adopted after the arrival of Governor Gordon, remarking upon the general prosperity of the colony, attributes it to the emission of paper money and notes that many iron-works had been built. Several companies were already engaged in carrying on iron-works. In 1728–29 the colony exported two

[1] The metrical composition entitled "A Short Description of Pennsylvania, or a Relation what Things are Known, Enjoyed, and like to be Discovered in said Province. Issued as a token of good-will . . . of England. By Richard Frame. Printed and sold by William Bradford in Philadelphia, 1692," mentions iron among other things, and says, that at "a certain place . . . about forty pounds" had been made. This pamphlet is in the Philadelphia Library.

[2] "An Historical and Geographical Account of the Province and County of Pennsylvania and of West Jersey, in America. . . . By Gabriel Thomas, who resided there fifteen years." London.

[3] Logan Papers.

[4] The minutes of the Common Council show that among the tradesmen admitted to the "freedom of the city" in 1717 and 1718 were George Plumley, Joseph Trotter, and Richard Gosling, cutlers; James Everet and Simon Edgell, pewterers; Peter Steel and James Winstanly, braziers; Francis Richardson, William England, and Edward Hunt, goldsmiths; Edmund Billington, whitesmith; and fourteen blacksmiths. In 1718, in consequence of a petition "from several tradesmen and manufacturers" complaining that notwithstanding they had taken out their freedoms, many strangers daily came in and settled who were not entitled to carry on business, the Common Council gave permission to such trades as desired to frame and bring in an ordinance whereby they could be incorporated. In 1767 the silversmiths petitioned for the establishment of an assay-office to regulate, assay, and stamp gold and silver.

[5] Day's Historical Collections.

[6] The following obituary notice in the *Pennsylvania Gazette* for March 5 to March 23, 1729–30, establishes the priority of Rutter in the iron-making business: "March 13th.—On Sunday night last died here, Thomas Rutter, Sr., after a short illness. He was the first that erected an iron-work in Pennsylvania."

[7] On the 4th of March, 1727, Jeremiah Langborne, of Bucks, Anthony Morris, James Logan, Charles Reed, Robert Ellis, George Fitzwater, Clement Plumsted, William Allen, Andrew Bradford, John Hopkins, Thomas Linsley, Joseph Turner, Griffith Owen, and Samuel Powel, of Philadelphia, the owners of the Durham tract, in Bucks County, formed themselves into a stock company for the purpose of making iron. The property was divided into sixty equal shares, and conveyed for fifty-one years to Griffith Owen and Samuel Powel, in trust for the owners. The first election for officers was held March 26th, and the company proceeded immediately to the erection of a furnace, thirty by forty and twenty feet high, and other improvements. The first blast was begun in the spring of 1728,[8] but after running about one hundred tons of metal they were obliged to blow out. The second blast was begun late in the following fall, on a stock of five or six hundred tons. In November, 1728, James Logan shipped three tons of pig-iron to England as a specimen.

This was before a forge had been erected at Durham, and the company had their metal wrought up into bars elsewhere. The old date stone was preserved and walled in the new furnace. The first furnace was torn down in 1819, and a new one built a short distance from its site. A new furnace was erected in 1848, on the site of the old one, and has been in successful operation since. In 1864, Edward Cooper and Abraham S. Hewitt, of New York, became the owners of the property. The keystone of the Durham Furnace, bearing date "1727," was exhibited at the Centennial Exhibition in 1876.

[8] Letter of James Logan, Nov. 6, 1728.

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hundred and seventy-four tons of pig-iron to England, and the iron industry may be considered as fairly established at that date. In 1728, Mr. Logan wrote that there were four furnaces in Pennsylvania in blast. One of these was the Durham Furnace in Bucks County. Which of these four furnaces was the first, or who first made iron in them, is a thing which we presume nobody knows. A petition was presented in February, 1729, by the proprietors of iron-works lately erected in the province, praying that a duty be laid on all iron imported from Maryland. This was induced by a law passed by Maryland laying a duty on Pennsylvania produce; but, the latter being repealed, retaliation was not considered necessary. In 1742, William Branson, of Philadelphia, erected a forge on Conestoga Creek, near the Chester County line, which he called Windsor. This forge was afterward owned by an English company, and still later by David Jenkins. In Nicholas Scull's map (1759) two iron-works are marked down at Pottstown, at the mouth of the Manatawny, one on each side of the stream, but no names are given. From another source it appears that one of them was named Pottsgrove, the original name of Pottstown, laid out in 1752 by James Potts. Nicholas Scull's map shows above Pottstown, McCall's forge, Pool Forge, and Pine Forge. On the same map there are laid down Mayberry's forge and one or two iron-works on the east of the Schuylkill. Pine Forge was built by Thomas Potts in 1747, and owned by his son John in 1768; in 1785 it was connected with a rolling-mill. It is said by Mrs. James, that Samuel Nutt built the first steel-works in the province on French Creek in 1734, and that probably William Branson was associated with him. They were known as the Vincent Steel-Works, and were owned in 1756 by William Branson, and are thus described in Israel Acrelius' "History of New Sweden:"

"At French Creek, or Branx's Works, there is a steel furnace built with a draught-hole, and called an 'air oven.' In this iron bars are set at a distance of an inch apart. Between them are scattered horn, coal-dust, ashes, etc. The iron bars are thus covered with blisters, and this is called 'blister-steel.' It serves as the best steel to put upon edge-tools. These steel-works are now said to be out of operation."

In 1750 there was a plating forge with a tilt-hammer, in Byberry township, in the northeastern part of Philadelphia County,—the only one in the province,—owned by John Hall, and two steel furnaces within the city limits, one of which—Paschal's—was built in 1747, and the other was owned by William Branson. Paschal's was at the corner of Eighth and Walnut Streets, and Branson's was located near where Thomas Penn "first lived in the upper end of Chestnut Street."

An act of Parliament was passed in 1749 entitled "an act to encourage the importation of pig and bar iron from his Majesty's colonies in America, and to prevent the erection of any mill or other engine for slitting or rolling iron, or any plating forge to work with a tilt-hammer, or any furnace for making steel in any of said colonies." It forbade the use of any forges, furnaces, or mills that were not at work before the 24th of June, 1750, and required that a return of them should be made. In answer to a proclamation made to ascertain the number of these works which were then in operation, it was returned that Stephen Paschal's steel furnace, at the northwest corner of Walnut Street and Eighth, was built in the year 1747, and that blistered steel was made there; also, that William Branson was owner of a steel furnace in the city (location not mentioned), and that John Hall owned a plating tilt-hammer forge at Byberry, in the county of Philadelphia.[1] This act was passed in pursuance of a determination in Great Britain to discourage American manufactures.

The steel furnace erected by Paschal was, in 1787, owned by Nancarrow & Matlack, and when visited in that year by Gen. Washington was mentioned as "the largest and best in America." That partnership was dissolved in 1790, and the furnace, house, and lot offered for sale; the furnace was in good repair, and capable of making twenty-two tons of steel at a blast. White Matlack soon afterward conveyed the property to John Ireland; and his former partner, John Nancarrow, a Scotchman, removed to Seventh Street, where he continued the business of steel making. There was also, at this period, an air furnace at the northwest corner of Ninth and Walnut Streets, belonging wholly or in part to John Nancarrow, who is said, at one time, to have made steel under ground at that place. An anchor forge existed in 1755, in Front Street, opposite Union, and was then owned by Daniel Offley. It continued in operation during the Revolution. Newly-invented boxes for carriage-wheels were made in 1785 at the air furnace of William Somerton, at Eighth and Walnut Streets.

Whitehead Humphreys was, in 1770, the proprietor of a steel furnace on Seventh Street, between Market and Chestnut, where he also made edge-tools. He received one hundred pounds from the Provincial Assembly for his encouragement, and in 1772, set up a lottery to raise seven hundred pounds to assist him in his steel-works. In 1778, Congress authorized the Board of War to contract with him for the manufacture of steel for the Continental artificers, from the iron of the Andover Works, New Jersey. The State Legislature, in 1786, appropriated three hundred pounds as a loan to Humphreys, for five years, to aid him in making steel from bar iron "as good as in England." Mr. Clymer, of Pennsylvania, in the debate in Congress in 1789, referred to this furnace of Humphreys as having made three hundred tons of steel in two years, and was then making at the rate

[1] In February, 1775, Uriah Woolman and B. Shoemaker, on Market Street, Philadelphia, advertised in the *Pennsylvania Packet*, "Pennsylvania steel manufactured by W. Humphreys, of an excellent quality, and warranted equal to English, to be sold in blister, faggot, or flat bar suitable for carriage springs."

of two hundred and thirty tons annually. Although an infant manufacture, with very little aid from the State, he believed it capable of making a supply sufficient for the whole Union. The importance of steel at Philadelphia had decreased very largely. The perfection attained here in its manufacture, and the reduced price, were regarded by the Society for the Encouragement of Domestic Manufactures as insuring the success of workers in that article. Henry Voight, a watchmaker of this city in 1793, made valuable improvements in the manufacture of steel.[1]

The amount of iron exported from this city in the year ending April 5, 1766, was 882 tons of bar, at £26 per ton, and 813 tons of pig-iron, at £7 10s. per ton. In the three years preceding the war, ending Jan. 5, 1774, the exports were respectively 2358, 2205, and 1564 tons. In the manufacture of steel, nails, firearms, machinery, and other metallic products, Pennsylvania early acquired the same prominence she had in the production of the raw material. Philadelphia, as the principal commercial city of the country, possessed a varied industry and a large proportion of skillful artificers, as well as many persons who were industrious promoters of all the mechanical arts. Her shipping created a large demand for nails, iron, and steel, material for which was chiefly furnished by her furnaces and forges. In the procession that celebrated the adoption of the Federal Constitution in 1788, a carriage, drawn by nine horses, contained the representatives of the blacksmiths, whitesmiths, and nailers in full employ. The blacksmiths completed, during the procession, a full set of plow-irons out of old swords, worked a sword into a sickle, turned several horseshoes, and did other jobs on demand. L. Goodman, whitesmith, finished and sold nails, spikes, and broad tacks. They were followed by two hundred others of their trades, with the device, "By hammer and hand all arts do stand." The goldsmiths, silversmiths, and jewelers followed their senior member, William Ball, to the number of thirty-five.

William Somerville opened the City Iron Foundry, at the northwest corner of Juniper and Filbert Streets, in the year 1818. The establishment occupied a lot fifty feet front on Filbert Street, and ran one hundred and fifty feet to an alley which was sometimes called Paper Alley. There were air-furnaces, a cupola, bellows, etc. This property was offered for sale in 1820. It was purchased by Cadwalader Evans and —— Bracken after the death of Oliver Evans. Bracken ceased to be a member of the firm in 1822, and Cadwalader and Oliver Evans, Jr., continued the business as iron founders and steam-engine makers. Subsequently, Cadwalader and Oliver Evans removed to High Street, between Schuylkill Fifth and Schuylkill Sixth, where they devoted themselves principally to the manufacture of plows and machinery. On the 14th of April, 1825, they obtained a patent for a self-sharpening plow.

The Eagle Works, at the corner of Callowhill and Nixon [now Twenty-third] Streets, established during the Revolution, were used for casting cannon, and afterward were turned to more peaceable lines of iron manufacture. Robert Morris, Jr., son of Robert Morris, financier of the Revolution, was at one time interested in them. In 1810 they belonged to Henry Foxall and William and Samuel Richards. There were a foundry, four air furnaces, and a blacksmith- and a carpenter-shop. There were prepared iron castings of every description, sugar-kettles, sugar-mill rollers, sugar-mill pumpers, soap and other large boilers, screws, wheel works for machinery, cylinders for steam engines, and cannon. Twelve hundred tons of iron could be manufactured annually. Seven hundred tons had been made in some years before 1810, but at that time the demand had fallen to about three hundred tons per annum. At this furnace, about 1820, Samuel Richards cast the first large twenty-two-inch iron main-pipes that were made in America, and a good deal of iron-pipe casting was afterward done at these works. About thirty thousand feet, in sections nine feet in length, were cast at that time.

It has been shown that German blistered steel was made near Philadelphia prior to the Revolution. In 1810 there was one steel manufacturer in the city and one in the county of Philadelphia. In 1829 there were three steel furnaces in the city, and but fourteen in the whole Union. In 1850, the manufacture of steel in Philadelphia was carried on by James Rowland & Co., Kensington, who made 600 tons; J. Robbins, Kensington, 400 tons; Earp & Brink, Kensington, 100 tons; Robert S. Johnson, Kensington, 400 tons; and W. & H. Rowland, Oxford, 700 tons.

George Magee was a nailer at the corner of Front and Arch Streets as early as 1731, advertising for sale, wholesale and retail, all sorts of deck and other nails of his own manufacture. In 1789, Samuel Briggs, of Philadelphia, memorialized the Legislature and Congress on the subject of a machine for making nails, screws, and gimlets. He had, three years before, made the patterns for the castings of Fitch's steamboat, and now deposited with the executive of the State the model of his nail-machine in a sealed box, subject to the order of the State or Federal Legislatures. He and his son, in 1797, received the first letters patent for nail-making machinery issued under the general patent laws of the United States. The second was granted in 1794 to Thomas Perkins, also of Philadelphia. In 1797 there were three manufacturers of cut-nails, and one of patent nails in the city.

[1] William Priest, in a letter dated March 1, 1794, written to a friend in London, said, "Peter Brown, a blacksmith of this city, having made his fortune, set up his coach; but, so far from having been ashamed of the means by which he had acquired his riches, caused a large *sword* to be painted on each panel of his carriage, with two naked arms in the act of striking. The motto, 'By this I got ye.' The frontispiece is a well-executed engraving, in colors, of 'Peter Brown's arms.'" Peter Brown, blacksmith, in 1798, lived at No. 144 North Front Street, and is probably the same spoken of by this writer.

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In 1789, David Folsom, claiming to be the inventor of a new method of making nails, sprigs, and brads, by cutting, without the usual mode of drawing, asked for an exclusive right to machinery. Samuel Briggs desired similar privileges for a machine to make spikes, nails, and gimlet irons.

The origin of the present Schuylkill Iron-Works dates from 1802, when James Wood commenced the manufacture of iron at the Pennypack Iron-Works in Philadelphia County. James Potts, who was associated with Wood, had been previously similarly engaged on Valley Creek,—the famous Valley Forge of the Revolution. In 1816, James Wood was proprietor of Valley Forge, and manager of the iron-works, where the manufacture of sheet- and plate-iron was carried on, also saws, shovels, and spades. Here was made the first cast steel manufactured in the country, except a small quantity produced by the same parties in New York. In 1826, James Wood and his son, Alan, leased the Delaware Iron-Works, near Wilmington, Del., and continued the same line of business until 1832. In this year James Wood & Son built the Conshohocken Iron-Works, which they ran by water-power, and operated until 1844. In this year the firm was dissolved, Alan Wood continuing the manufacture of sheet and plate iron at the iron-works in Delaware. In 1837, Alan Wood & Co., composed of Alan Wood and his sons and of Lewis A. Lukens, erected a steam rolling-mill at Conshohocken, called the Schuylkill Iron-Works, which from time to time have been enlarged and improved by the addition of other mills and machinery, until the annual production has exceeded fifteen thousand tons. The works cover ten acres, and give employment to five hundred hands.

The Port Richmond Iron-Works of I. P. Morris, Towne & Co., were founded by Levi Morris & Co., in 1828. At that early day the tools now deemed indispensable to a machine shop were scarcely known. It was not until 1838 that a planer was introduced. Anthracite coal was used in melting iron only to a limited extent. The blowing machinery was so defective that the best products did not exceed three thousand pounds of iron in an hour. By means of the improvements introduced in the blowing machinery and furnaces, the production has risen to eight tons in forty-six minutes. In 1846 the works were removed from Market and Schuylkill Seventh Streets to their present location on the Delaware River, adjoining the Reading Railroad coal wharves.

The Pascal Iron-Works—Morris, Tasker & Co., proprietors—were established in 1821 by Stephen P. Morris for the manufacture of stoves and grates. Henry Morris and Thomas T. Tasker, Sr., became partners in the concern in 1835. Their office then and for many years was at Third and Walnut Streets. Illuminating gas being introduced, they began the manufacture of gas-pipe by hand; but to supply the demand for gas-pipe made by machinery, the firm, in 1836, began the nucleus of the present Pascal Iron-Works. A demand for gas-fitting and gas-fitters' tools followed quick upon the introduction of gas, as well as for the construction of gas-generating machinery, and the whole plant for city gas-works. Apparatus for warming public and private buildings, both by hot water and by steam, are manufactured to a very large extent, the self-regulating hot-water furnace being the invention of Thomas T. Tasker, Sr. To these have been added the production of pipes and tubes for analogous purposes,—water- and steam-tubes, steam boilers, locomotive flues, etc. Nearly 600 hands are employed, and 25,000 tons of iron and 150,000 tons of coal are annually consumed.

Charles Wheeler, who was born in Philadelphia, on the 22d of August, 1827, entered the employment of Morris, Tasker & Co. as a clerk in 1847. Six years later Wister Morris, the founder of the firm, retired, and, much to the surprise of every one, sold out his interest to Mr. Wheeler, who was yet under thirty, and as yet without money. The preference was the more remarkable, as there were clerks in the office senior to Mr. Wheeler and of kin to his benefactor. The confidence, however, was not misplaced. He paid for Mr. Morris' interest the sum of $500,000 out of his share in the profits of the concern within two years after he entered it. In 1864, Mr. Wheeler himself sold out his happily-acquired share in the business for $800,000, and turned his attention to the Fairmount Iron-Works, which he owned, and the founding of the Central National Bank, of which he became one of the original directors and the largest shareholder in 1865. He continued in the direction of the iron-works until the land upon which they were situated was acquired by the city for park purposes. He was elected vice-president of the Central National Bank in 1873, and three years afterward re-entered and held a controlling interest in his old firm of Morris, Tasker & Co. Not content as yet with the vast business cares which he had taken upon himself, Mr. Wheeler entered as a senior partner, in 1878, the firm of John Farnum & Company, of 233 Chestnut Street, one of the largest dry-goods houses in the city. This is supposed to have been at the wish of John Farnum, whose daughter (Susan) Mr. Wheeler married in 1867, and who died some time before the latter succeeded him at the head of the firm. Mr. Wheeler was thus at the time of his death the directing head of two of Philadelphia's greatest business houses and one of its leading financial institutions. In addition to this he occupied positions in the directorate of the Girard and North America Insurance Companies, the Lehigh Valley Coal and Navigation Company, the Pottstown and Cambria Iron Companies, the Seaboard Bank, of New York, and the First National Bank, of Bradford.

Mr. Wheeler took an active interest in city charities, being connected with the Charity Organization Society, the Bedford Mission, and the Soup

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Chas Wheeler

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Society. He was a member of the Protestant Episcopal denomination, and was for many years connected with St. Luke's Church, at Thirteenth and Spruce Streets. An especial object of his care was the Church of the Redeemer, at Bryn Mawr, where his country-seat, one of the most remarkable in the vicinity of the city for taste and beauty, was situated. His town house was at 1217 Walnut Street.

In his politics, Mr. Wheeler belonged to the party of good government, a conviction he evinced by his activity and prominence in the Committee of One Hundred since the time of its organization. In appearance Mr. Wheeler was distinguished and of commanding presence, tall, and erect. He was a kindly, genial man, of a bright, warm nature, and of the most upright integrity and thorough business-like character. He was richly endowed with the faculties of quick perception, keen discrimination, and ready judgment. His high degree of executive ability is attested by the success which followed his efforts to create and incorporate the Central Bank, and by the impetus which his labors communicated to the several concerns with which he was associated.

Mr. Wheeler apparently enjoyed excellent health, and it was an emphatic shock to this community when there came an announcement of his sudden death in New York, on the 16th of August, 1883.

The Southwark Foundry—Merrick & Sons, proprietors—was started in 1836 as a foundry for castings only, but was soon enlarged. The manufacture of files, shoe-rasps, etc., was established in 1845 by J. Barton Smith, who removed his establishment from New Haven to Philadelphia, and located at No. 221 New Street. In 1872, Charles F. Cripps and E. Winslow Coffin became partners, under the style of J. Barton Smith & Co. The manufacture of iron by the Philadelphia Iron and Steel Company, North Delaware Avenue, was commenced in 1845. In the same year the Penn Rolling-Mill was established by individual enterprise. In 1847, Dougherty & McCall founded the factory known as McIlvaine & Co.'s Iron-Works, which came the same year into the hands of F. McIlvaine, an iron-founder since 1817.

In the manufacture of machinery there is no city in the Union that surpasses Philadelphia. The machine-shops were estimated, in 1867, by Mr. Freedley at "not less than one hundred," which "have in combination facilities for constructing any machine that the genius of man has invented or can invent." The engines for the Lake Erie steamer, the "Mississippi," cylinder eighty-one inches diameter, with twelve feet stroke of piston; the Cornish-Bull pumping-engines for the Buffalo Water-Works, each cylinder fifty inches diameter and ten feet stroke; the lever-beam Cornish pumping-engine, steam cylinder sixty inches diameter, ten feet stroke; the Bull-Cornish pumping-engine, cylinder forty inches diameter, and eight feet stroke, for Camden, N. J.; the blowing machinery for the Lackawanna Iron and Coal Company, the largest ever constructed for making anthracite iron; the light-house of iron for Ship Shoal, Gulf of Mexico; the engines for the double-turreted iron-clad "Monadnock," for the "Agamenticus," for the "Lehigh" and "Saugamon," for the gunboats "Itasca" and "Sciota," for the "Tacony," and for the "Pushmataha" and "Antietam" were all constructed at the Port Richmond Iron-Works; iron light-houses all along the coast of the Florida reefs, some of them the largest in the world, together with the gasholder frame of the Philadelphia works; the heavy machinery for the United States ship "Mississippi," for the "Princeton," for the "San Jacinto," for the "Wabash," the boilers for the "Susquehanna" and "Saranac," for the "Corwin," the "Search," and the "New Ironsides" were made at the Southwark Foundry.

The Bush Hill Iron- and Steel-Works of Mathews & Moore were established in 1816, at Sixteenth and Buttonwood Streets. Oliver Evans was the founder of this firm, and was succeeded by Rush & Muhlenburg. At these works have been constructed, among others, the blast furnace and rolling-mills of the Bethlehem Iron-Works, the rolling-mill of the Abbott Iron-Works, Baltimore, the machinery for steel forging at Lewistown, Pa., for street rails at Harrisburg, besides steam-boilers, air- and cupola-furnaces. Morgan, Orr & Co., at 1219 Callowhill Street, manufactured the coining-presses for the Philadelphia Mint, for the Branch Mint at San Francisco, for the mint of the Peruvian government, and nearly all the coining-presses in use in South America and Mexico. The Bridgewater Iron-Works of Stanhope & Suplee, founded in 1837, which came under the proprietorship of Stanhope & Suplee in 1857, have constructed the largest saw-mills at Lock Haven and Williamsport, as well as a variety of heavy machinery for rolling and paper-mills, and nearly all the machines in the print-works in Philadelphia.

The manufacture in Philadelphia of machinery for textile fabrics may be traced back to 1777, when Oliver Evans, then engaged in making card teeth by hand, invented a very efficient machine for manufacturing them at the rate of 1500 per minute. His proposal to establish his factory under State patronage being rejected he told the secret to individuals, and in 1788 Giles Richards & Co. began the manufacture with newly-invented machinery, probably that of Evans, by which, in 1793, the factories of G. Richards, Amos Whittemore, and Mark Richards turned out 12,000 dozen annually. From that beginning the manufactory of cotton machinery grew by degrees and expanded with the increasing production of cotton until 1810, when Alfred Jenks established at Holmesburg the first regular manufactory of cotton machinery. Jenks had learned under Samuel Slater all that was then known of cotton machinery. He supplied the Holmesburg shop with its machinery, and also the Keating Mill at Manayunk, lately owned by J. C. Kempton. In 1816 he built for Joseph Ripka looms

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for weaving cottonades. The war of 1812 having given to home manufactures a great impetus, Mr. Jenks, in 1819-20, removed to Bridesburg, and commenced the manufacture of woolen machinery for Bethuel Moore, at Conshohocken, the first woolen machinery mill in the State. In 1830, Mr. Jenks invented the power-loom for weaving checks, and introduced it into the Kempton Mill at Manayunk. Associated with his son, Barton H. Jenks, one of the most ingenious of American inventors, he established the works since incorporated as the "Bridesburg Manufacturing Company." They construct looms, Jenks' cotton-spreader, carding engines, Jenks' fly frame, the Jenks' patent spinning frames, Jenks' improved cylinder cotton-gin, as well as all the machinery required for cotton manufacturing.

According to the census of 1870 there were engaged in the manufacture of machinery, cotton and woolen, six establishments, employing $1,384,000 of capital; with steam-power of 541 horse-power in 227 machines, worked by 658 men and 12 women, paying $311,500 in wages; with $378,542 value of material, and $1,084,605 as the value of the product. In 1875, Mr. Lorin Blodget, in comparing the census of 1870 with probable estimates for 1876, remarks, "Machinery for the manufacture of textile fabrics is produced to three times the extent it was five years ago, and in far higher and more costly forms. Spinning, weaving, knitting, sewing, folding, and many other processes are performed with far better machinery; the costly Jacquard loom is in general use, and, while not all the machinery of this class employed in such factories is made in Philadelphia, a large share of every grade is made here."

John Butterworth, in 1820, commenced the manufacture of the work for cotton and woolen machinery, on Second Street, north of Brown. These works, in 1844, passed into the hands of H. W. Butterworth as sole proprietor, who removed to Haydock Street, east of Front.

The first locomotive constructed in Philadelphia was built in Kensington by Col. Stephen H. Long, of the United States Topographical Engineers, a gentleman of scientific culture and originality. This engine was designed upon the plan of the locomotives in England, but combined some original improvements. It was finished before 1831, and was tried on the 4th of July, of that year, upon two miles—all that were finished—of the New Castle and Frenchtown Railroad. The weight of the machine was about three and a half tons. This little motor would run with speed and success for a while, but then came to a stop because enough steam could not be generated for constant use. Some little changes were made by Col. Long, and he was extremely gratified the next day to find that his engine drew two cars containing seventy or eighty persons with ease, the full length of the track, two miles, and returned with them. This performance was hopeful, but the inventor was not satisfied with it, and brought the machine back to the city. A new boiler was constructed for it at Rush & Muhlenberg's foundry, Bush Hill. When taken back to New Castle there was another failure. The engine would run very well for some distance, but could not make steam sufficient for constant work, particularly when a burden was to be drawn. Alone the engineer could run it at the rate of twenty-five miles per hour. Finally Col. Long became discouraged, and it was withdrawn from the road. In June, 1833, Col. Long ran his locomotive-engine on the Germantown Railroad, and a matter of great novelty connected with its use was that bituminous coal was burned beneath the boiler. He had associated with him in the construction of his locomotive William Norris and others. They formed the American Steam Carriage Company in March, 1831. In 1833 the business was so far successful that Messrs. Long and Norris determined to establish it permanently. They built their works at Bush Hill, near the Rush & Muhlenberg foundry, in such a situation that when the streets were opened they were found to be on the west line of Schuylkill Sixth [Seventeenth] Street, extending south from Morris [Spring Garden] Street to the Columbia Railroad. These workshops became famous in after-years as the Norris Locomotive Works, and a large business was transacted there.

The first locomotive steam-engine with cars attached that was ever seen in Philadelphia was exhibited at Masonic Hall in August, 1830. The car would carry three persons, and ran at the rate of nine miles per hour. This exhibition, it was announced, had previously been made in Rochester, N. Y. The inventor was Francis Schields,[1] of Cincinnati. The circular road laid round the Masonic Hall was ninety feet in circumference, and the speed was six hundred feet per minute.

The second locomotive of large size built in Philadelphia was constructed by Stacy Costell, and was ready for work in September, 1831. Costell had invented a vibrating cylinder steam-engine, and had some reputation as a scientific mechanic. This locomotive—

"had four connected driving-wheels of about thirty-six inches diameter with two six-inch cylinders of twelve-inch stroke which were attached to right-angle cranks at the end of a counter-shaft, from which shaft spur-gearing connected with one of the axles. The boiler was of the Cornish type, with fire inside of an internal straight flue. Behind the bridge-wall of this boiler and inside the flue, water-tubes were placed at intervals, crossing each other after the manner of the English Galloway boiler of the present day. The peculiar arrangement of this engine made it possible to use a very efficient and simple mode of reversement by the use of a disc between the steam-pipe and the cylinders, arranged with certain openings which changed the direction of the steam and exhaust by the movement of this disc on the steam-pipe near the cylinder something after the manner of a two-way cock."[2]

[1] In June, 1835, Isaiah Jennings gave notice that he was the patentee of a steam-engine in the United States several years before Mr. Stephenson adopted the same principle on the Liverpool and Manchester Railroad. Jennings' experiments commenced in 1809. His patent had not expired in 1835, and he gave notice that he expected compensation from the persons who should use or adopt his principle.

[2] Joseph Harrison, Jr., "The Locomotive Engine."

The Costell engine was tried on the Columbia Railroad in 1833 and 1834, but was not very successful in comparison with other machines, and was broken up, but the boiler having good steam making qualities was used for a long time with a stationary engine.

The third engine was begun in 1831 by Thomas Holloway, of Kensington, who had some reputation as a manufacturer of steam-engines for use in steamboats, but it was never completed.

A Mr. Childs, in March, 1831, had completed a rotary locomotive engine, which it was given out would ascend an inclined plane at any elevation ever used in a railroad, and had the advantage of being remarkably compact. This was probably the engine which was exhibited in May, 1831, at Smith's Garden in Arch Street, west of Schuylkill Eighth [Fifteenth] Street. The garden extended to Cherry Street, and westward to Schuylkill Seventh [Sixteenth] Street, so that there was space for the building of considerable track. The Labyrinth Garden, the former name of this inclosure, gave way to the Railway Garden, and in its favor it was announced "a railway has been laid and a locomotive engine prepared on which two persons can conveniently ride. The first or outside passenger, working his passage by a small wheel, sets the machine in motion." The engine was of such limited power that it required to be started, but being set in motion, it went very well. The exhibition was kept up for some weeks, but on one unlucky day the engine burst its boiler, and the railroad was removed. Childs built a large engine upon his plan for the Baltimore and Ohio Railroad Company. It was of about fifty horse-power, and sent to Baltimore for trial. Harrison says, "A record of its performance cannot now be easily reached, but it is known that it was never heard of as a practically useful engine after this time."

MATTHIAS W. BALDWIN.

The Baldwin Locomotive Works stand pre-eminent among all the companies engaged in the manufacture of railway machinery. Its origin is contemporaneous with the inception of railways in America; its growth has been a progress in every respect commensurate with the development of railroad construction; its history reflects the great advance made in transportation by steam. These great works owe their existence to and take their name from their founder, Matthias W. Baldwin, who was born in Elizabethtown, N. J., Dec. 10, 1795, and in 1817 entered the service of Fletcher & Gardner, jewelers and silversmiths, in this city. After a short time spent in this business on his own account, he formed, in 1825, a copartnership with David Mason, a machinist, for the manufacture of book-binders' tools and cylinders for calico-printing. Their first shop was in a small alley running north from Walnut Street, above Fourth; but it was in a shop on Minor Street, to which his business was removed, that Mr. Baldwin illustrated inventive genius by constructing an engine adapted to the motive-power of a small factory, where economy of space was an object. It was an upright engine, combining power with such excellency of workmanship and efficiency that it not only performed all the duties expected of it, but has since successfully supplied the motive-power to six different departments of the works as they have been opened, and is to-day preserved in good order. From this success the manufacture of stationary steam-engines took a prominent place in the establishment. Mr. Mason withdrew from the firm soon after, and Mr. Baldwin continued the construction of engines. It was in 1829–30 that steam, as a motive-power on railroads, began to attract the attention of American engineers. A few English locomotives had been introduced, and for the gratification of public curiosity Mr. Baldwin constructed for Peale's Museum a minia-

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ture locomotive, not copied from the English, but constructed from published descriptions and sketches of engines which had taken part in the Rainhill competition in England. The little machine was completed on April 25, 1831, and put in motion on a circular track made of pine boards, covered with hoop-iron, in the rooms of Peale's Museum. It drew two small cars, holding four persons, and attracted great attention from the crowds that saw it. Both anthracite and pine-knot coal were used as fuel, and the steam was discharged through the smoke-stack to increase the draught.

The success of the model obtained for Mr. Baldwin an order for a locomotive for the Philadelphia, Germantown and Norristown Railroad Company. An examination of an engine imported from England for the Camden and Amboy Railroad Company, but which had not been put together, enabled him to improve upon the model of his miniature engine. There were few mechanics capable of doing the necessary work, and even suitable tools had to be first made. Nevertheless, obstacles were removed, and the difficulties overcome by the genius and perseverance of the builder, and the work was prosecuted to completion. "Old Ironsides" left the shop on Minor Street for that on Lodge Alley, where it was completed, and on Nov. 23, 1832, stood upon the rails like a "thing of life." Its light weight—between four and five tons—did not give it that tractive power necessary to draw a loaded train on wet and slippery rails, hence in the newspapers of the day it was termed a "fair weather" locomotive, because the notices specified that "the locomotive engine built by Mr. M. W. Baldwin, of this city, will depart daily, *when the weather is fair*, with a train of passenger cars. On rainy days horses will be attached."

The "Old Ironsides" was a four-wheeled engine, modeled essentially on the English fashion of that day, as shown in the "Planet" class, and weighed, in running order, something near five tons. The rear or driving-wheels were 54 inches in diameter, on a crank axle placed in the fire-box. The cranks were 39 inches from centre to centre. The front wheels, which were simply carrying wheels, were 45 inches in diameter, on an axle placed just back of the cylinders. The cylinders were 9½ inches in diameter by 18 inches stroke, and were attached horizontally to the outside of the smoke-box, which was D-shaped, with sides receding inwardly, so as to bring the centre line of each cylinder in line with the centre of the crank. The wheels were made with heavy cast-iron hubs, wooden spokes and rims, and wrought-iron tires. The frame was of wood, placed outside the wheels. The boiler was thirty inches in diameter, and contained seventy-two copper flues, 1½ inches in diameter, and 7 feet long. The tender was a four-wheeled platform, with wooden sides and back, carrying an iron box for a water-tank, inclosed in a wooden casing, and with a space for fuel in front. The engine had no cab. The valve motion was at first given by a single loose eccentric for each cylinder, placed on the axle between the crank and hub of the wheel. On the inside of the eccentric was a half-circular slot, running half way round. A strap was fastened to the axle at the arm of the crank, terminating in a pin which projected into the slot. The engine was reversed by changing the position of the eccentric on the axle by a lever operated from the footboard.

The price of the engine was to have been $4000, but the company claimed that it did not perform according to contract, and after correction had been made as far as possible, a compromise was effected, and Mr. Baldwin received $3500 for his work.

The "Old Ironsides," on subsequent trials, attained a speed of thirty miles an hour with the usual train. Such was the first locomotive made by Mr. Baldwin, and such was his own disappointment that he said, with much decision, "That is our last locomotive." The "Miller," for the Charleston and Hamburg (S. C.) Railroad Company, was the next engine built by Mr. Baldwin. A visit to, and thorough inspection of, an English locomotive, built by Robert Stevenson & Co., of Newcastle, England, for the Mohawk and Hudson Railroad, enabled Mr. Baldwin to introduce improvements which obviated some of the defects which had made the "Old Ironsides" less successful than he anticipated it would be. During 1834 Mr. Baldwin completed five locomotives, and the business was now fairly under way.

The business of locomotive building, in 1834, compelled another change of quarters, and from Lodge Alley Mr. Baldwin removed his shops to the location on Broad and Hamilton Streets, where, in 1835, the present Baldwin Locomotive Works had their origin, and where they have since developed into their immense proportions.

BALDWIN ENGINE, 1834.

The financial difficulties of 1836–37 did not leave Mr. Baldwin unscathed. Great as his embarrassments were, a full consultation with his creditors resulted in the wise determination to leave him in full and complete possession of the plant and business, under an agreement to pay the full amount of his indebtedness, principal and interest, in three years; and extension of the time two years longer was afterward found to be necessary to complete the payment.

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ESTABLISHED 1831. ANNUAL CAPACITY, 600.

BALDWIN LOCOMOTIVE WORKS,
PHILADELPHIA, PA.

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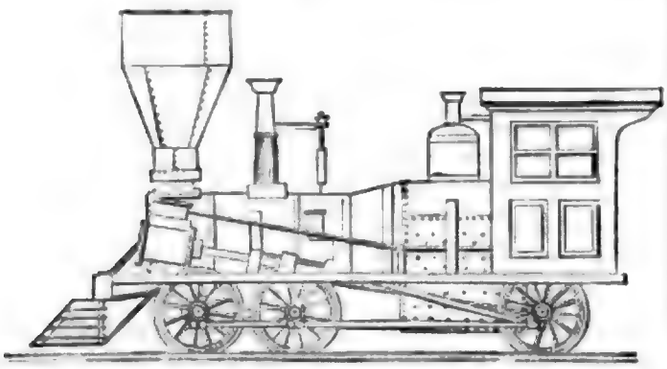
These financial troubles had their effect in diminishing the orders for locomotives, and the establishment of other locomotive works also tended to decrease the business. In April, 1839, Messrs. Vail and Hufty became associated with Mr. Baldwin, the style of the firm being Baldwin, Vail & Hufty, which so remained until 1841, when Mr. Hufty withdrew, and the style was changed to Baldwin & Vail, which firm continued until 1842.

The problem of utilizing the weight of the engine for adhesion was not solved until his inventive mind had produced his six-wheel-connected locomotive, with four front drivers combined. The patent for this machine was secured Aug. 25, 1842, and has contributed more to the success of the Baldwin Locomotive Works, as well as to the fortune of Mr. Baldwin, than any other of his inventions.



BALDWIN SIX-WHEELS-CONNECTED ENGINE, 1842.

This machine seemed to revive business. In 1843 12 engines were constructed; in 1844, 22; in 1845, 27. The partnership with Mr. Vail was dissolved in 1842, and Asa Whitney became a partner under the style of Baldwin & Whitney, which continued until 1846, when the latter withdrew to form the house of A. Whitney & Sons, for the manufacture of car-wheels.

As early as 1840 the reputation of Mr. Baldwin attracted attention in Europe, and he received through August Belmont, of New York, an order for a locomotive for Austria, and in 1845 he constructed three locomotives for the Royal Railroad Committee of Würtemberg. In 1854, Matthew Baird, who had been connected with the works since 1836, was admitted to partnership, under the title of M. W. Baldwin & Co.

The year 1861, when the civil war was breaking out, witnessed a falling off in the production of locomotives, only forty being built during that year, and it was seriously contemplated to turn the resources of the establishment to the manufacture of shot and shell and other munitions of war. It was soon seen, however, that war had its advantages as well as disadvantages, and that the demand for transportation of armies, supplies, and munitions would more than compensate for all the diminution of ordinary freight caused by the disturbance of trade and commerce. The movement of armies and their *impedimenta* taxed the capacity of every railroad, and compelled the enlargement of all of their facilities. This, in turn, demanded of every Northern workshop the fullest exertion to supply the pressing demand, and the government became a purchaser of locomotives. In 1862 the works turned out 72 locomotives; in 1863, 96; in 1864, 130; in 1865, 115.

Mr. Baldwin died Sept. 7, 1865, after he had practically perfected the locomotive, and witnessed the rise and wonderful increase of the most important material interest of the age, to the completion of which he had contributed more than any other individual. His name was familiar wherever the locomotive was known, and his personal character as a Christian and a philanthropist was as highly esteemed by his associates and acquaintances as his scientific achievements were valued by his profession.

In 1867 the establishment was reorganized as "The Baldwin Locomotive Works," M. Baird & Co., proprietors, Messrs. George Burnham and Charles T. Parry, who had been connected with the establishment from an early period, being associated with Mr. Baird. In 1870, Edward H. Williams, William P. Henzey, and Edward Longstreth became members of the firm. The production of the works was: for 1866, 118 locomotives; for 1867, 127; for 1868, 124; for 1869, 235; for 1870, 280; for 1871, 331.

In 1873, Mr. Baird retired, and the style of the firm became Burnham, Parry, Williams & Co., and John H. Converse, who had been connected with the works since 1870, was admitted as a member of the firm. The product for 1873 was 437 locomotives, and nearly 3000 men were employed. Owing to the financial troubles of the fall of 1873 only 205 locomotives were turned out in 1874, and 135 in 1875. The number increased in 1876 to 232; in 1877 the number was 185; in 1878 it had increased to 298; in 1879 the number was 398, and in 1880 the number turned out was 515. In 1882 the works employed 3000 men and made an average of 12 locomotives weekly; 565 for the year 1882, and at the rate of 600 for 1883. These range in size from the steam motors and smaller engines for narrow-gauge roads to the heaviest freight engines known. Of the number made in 1882, one hundred were exported to Mexico, Brazil, and Australia. Nearly all the locomotives exported from the port of New York during the past ten years were from these works. All the processes of manufacture from the crude materials are conducted at these works, including the heaviest foundry work and forgings. Eleven steam hammers, ranging from 600 to 6000 pounds each, are in use, forging all the shapes and axles required by the works. The wheels are also made here, and the steel tires are the only parts not made at these works as recently enlarged.

In an existence of nearly half a century this factory has constructed over 5000 locomotives. The present capacity is equal to nearly two locomotives for each day of the year. Nine acres of ground are occupied

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by the works; the number of hands employed ranges from 2600 to 3000; the plant comprises 734 machine tools; and drawings and patterns for over 500 different sizes or styles of locomotives, for all existing guages and every description of service, are included in the working lists of this, the largest locomotive manufactory in the world.

In the spring of 1835 the firm of Garrett & Eastwick (Philip Garrett and Andrew M. Eastwick), manufacturers of stationary engines and light machinery, in Wagner's Alley, below Race Street, undertook to build a locomotive engine for the Beaver Meadow Railroad Company. This firm, not having built locomotives, employed as their foreman Joseph Harrison, Jr., then twenty-five years old, who had been ten years at work as a practical machinist, and for two years had been journeyman in the Norris Works. The result was the building of the locomotive "Samuel D. Ingham," named after the president of the road. There were some novelties in this engine invented and patented by Andrew M. Eastwick. It was the first upon which any shelter had been placed to protect the fireman and engineman from the weather. A roof was put over them, and this was subsequently improved by placing glass windows in the front and sides, with other conveniences, so that the inclosure was called in time "the cab."

Joseph Harrison, Jr., whose name is so intimately connected with railroad construction and the building of locomotives, was the grandson of a Harrison of New Jersey, who was once a large landholder, but, on entering the Revolutionary army, so neglected his personal interests that when he died, in 1787, he left very little for his family. His son, Joseph Harrison, Sr., came to Philadelphia, when fourteen years old, into the employ of Charles French, the proprietor of a grocery-store. Samuel Crawford bought out Charles French, and Mr. Harrison married his daughter, Mary Crawford, in 1803. The business did not prosper, and, as Joseph Harrison, Jr., has said of himself in his autobiography, when he was born, Sept. 20, 1810, it was at the dark hours of his family history. Obtaining what little schooling he was able to command, he developed a strong inclination for mechanical pursuits, and in 1825 he was indentured to Frederick D. Sanno to learn steam-engineering. Sanno failed, and he was then apprenticed to James Flint, of the firm of Hyde & Flint. In this shop he soon became more proficient, and at the age of twenty, before he was free of his indenture, he was made foreman of part of the establishment, and had under him thirty men and boys. When he was twenty-two years of age he took employment with Philip Garrett, who manufactured "small lathes, presses for bank-note engravers, and the like." In 1833 he went to Port Clinton, Pa., to establish a foundry for Arundus Tiers, with whom his father was engaged as an accountant. This was the end of his varied experience as a mechanician preceding his career as a constructor of locomotives. In 1834 he was employed by William Norris, then engaged with Col. Long in building locomotives on the the design of Long. He seems to have considered this part of his professional education rather of a negative character, for when, in 1835, he was engaged by Garrett & Eastwick as foreman, and was intrusted with the designing of the locomotive "Samuel D. Ingham," he says that he endeavored to avoid "the errors with which he had been made familiar." This locomotive proved a success, and led to the construction of others like it.

On Dec. 15, 1836, he married Miss Sarah Poulterer, whom he had met in New York in January of the previous year. In 1837 he became a partner in the firm of Garrett, Eastwick & Co., although his skill and energy were the only capital that he was able to contribute to the enterprise. Two years later Mr. Garrett retired, and the firm took the title of Eastwick & Harrison. In 1840, Mr. Harrison designed for the Reading Railroad an eleven-ton engine, named the "Gowan & Marx," which for its weight was "the most efficient locomotive for freight purposes that had been built anywhere." Two Russian engineers, Col. Melnekoff and Col. Kraft, who were in this country to investigate its railway system, saw this engine, took tracings of it, and introduced it into general use in Russia, where its value led to an official inquiry for its builder. The outcome was that Mr. Harrison was invited to Russia by the authorities, and there, in 1843, he and Mr. Eastwick and the late Thomas Winans, of Baltimore, concluded a contract with the government to build the locomotives and rolling-stock for the St. Petersburg and Moscow Railway. This contract amounted to $3,000,000, it being conditioned that the work should be completed in five years, and should be done in St. Petersburg by Russian workmen or such as could be hired on the spot. The payments were to be made according to the amount of work completed, and government inspectors were to report upon the monthly statements. Official competition was rife in Russia, and it was perfectly well known that the inspectors would indorse any dishonest statement if they were paid for so doing, or, if they were not bribed, would, as Count Bobrinski told Mr. Harrison, wear out the contractors long before their term of contract was ended. But Mr. Harrison was too keen a business man and too competent in his profession to be thus imposed upon. He defeated the schemes of the inspectors, and he and his partners so fairly completed their engagements that they won the confidence of the Emperor Nicholas, and surprised the Russians by demonstrating that works of public improvement could be conducted without peculation or fraud. As an evidence of the Imperial favor, valuable diamond rings had been given to the members of the firm, and Mr. Harrison was made the recipient of the ribbon of the order of Saint Ann, to which was attached a massive gold medal bearing in the Russian language the words "For zeal." This honor

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Joseph Harrison Jr

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was conferred upon him at the time of the completion of the bridge across the Neva, accomplished by the firm during the time of the first contract, which had been extended a year for that purpose.

The greatest of the later contracts with the Russian government was that of Aug. 25, 1850, to maintain for twelve years the movable machinery of the St. Petersburg and Moscow road. The parties to this contract were Mr. Harrison, Thomas Winans, and William L. Winans, the latter having bought the interest of Mr. Eastwick in the contract of 1843 previous to its completion.

Mr. Harrison returned from Russia to Philadelphia in 1852, to enjoy the rest and the wealth to which his labors had entitled him. Here he built his splendid mansion on South Eighteenth Street, and collected in it the paintings and other works of art that are everywhere known in critical and popular circles as the Harrison gallery. The erection of the mansion was something that he gave his personal attention to, and hidden within the walls are many ingenious devices to insure stability and economize space that he originated. He invested heavily in real estate, and the failure of his plan to concentrate all the railroad termini in the city at one point, and combine with a union depot commodious hotel accommodations, was a source of much regret to him. In 1860 he spoke with sorrow of the non-success of this and other projects which he had formed to benefit the city, and insisted that his motives had been misconstrued. He talked of going abroad for many years to reside, hoping that on his return to Philadelphia his ideas would be better appreciated. Before sailing, however, he had the pleasure of witnessing the practical and successful operation of the safety boiler designed by himself, and which marked a distinct era in the construction of boilers. It was a vast improvement as regarded safety and the pressure of steam that could be carried upon the common wrought-iron boilers. It is a well-established fact that its inception precluded all the forms of sectional safety boilers that subsequently came into vogue. Much of the detail of the machinery needed to produce these steam generators was perfected from 1860 to 1863, while Mr. Harrison was in Europe.

In 1863 he returned and erected a factory for the production of his boiler, evincing mechanical ingenuity of the highest order in the arrangement of this establishment. Toward the close of his life he turned his attention to recording some of his thoughts and experiences. After writing some verses, entitled "The Iron Worker and King Solomon," designed to impress his children's minds with "the value of what is but too frequently thought to be very humble labor," he published a folio volume of over two hundred pages, containing this poem and some fugitive pieces, accompanied by his autobiography, and many incidents of life in Russia, with the leading particulars of the invention of the Harrison boiler. He wrote a paper on the part taken by Philadelphians in the invention of the locomotive, an account of the Neva bridge in Russia, and a paper on steam-boilers. For what he had himself done to insure safety in boilers he was awarded the gold and silver Rumford medals by the American Academy of Arts and Sciences, on May 30, 1871. On July 15, 1864, he was elected a member of the American Philosophical Society. He was also a member of other learned societies, but, with the exception of a few papers read by him, he did not take an active part in the business of any of them. During the latter part of his life he was connected with the Protestant Episcopal Church. He died March 27, 1874, after a lingering illness. He left a wife and seven children,—William, Henry, and Annie, who were born in this country before he went to Russia; Alice McNeil, Marie Olga, and Theodore Leland, born in Russia; and Clara Elizabeth, born in America after their return.

Henry R. Campbell, mechanical engineer, entered into the business of manufacturing locomotives on his own account, and turned out several six-wheel engines. This workshop was on Green Street, above Tenth, in 1839. James Brooks & Co., assisted by Samuel Wright, also built locomotives, in Kensington, and completed one or two. Charles and George Escoll Sellers, of the firm of Coleman Sellers & Son, built a locomotive somewhat after the plan of the Baldwin engine.

The first railroad cars for passengers, as was very natural, were constructed after the pattern of the stage-coaches of the day. The Germantown Railroad cars were simply enlarged copies of the Troy mail-coach, famous about this time by their use on Col. Reeside's stage lines. It is worthy of notice, as showing the anticipating character of American mechanics, that railroad cars began to be constructed before the railroads were finished upon which it was expected that they would be used. Richard Imlay, in November, 1831, constructed "two elegant railroad coaches to run on the Little Schuylkill Railway, between Fort Clinton and Tamaqua, carrying twenty-five passengers each." Subsequently Imlay went into this business extensively, and erected large car-shops on Schuylkill Second [Twenty-first] Street at the Columbia Railroad, which extended northwardly almost to Spring Garden Street. Cars for running curves of any given radii were to be had of Imlay at Bush Hill, according to an advertisement in November, 1832. They were designed by J. P. Fairlamb, civil engineer; and Philip Garrett, No. 11 South Fourth Street, and James Siddall, at the southwest corner of Fifth and Market Streets, were authorized to make contracts for them.

On Jan. 1, 1829, the *United States Gazette* contained a notice of a railway car which had been invented by Ross Winans, of New Jersey, and exhibited at the Baltimore Exchange. It was built upon a model railway laid in the Exchange, upon which one-half ton on the

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car could be drawn along "by a slender thread attached to a half-pound weight and running over a pulley." Charles Carroll, of Carrollton, rode upon this car, and the Baltimore and Ohio Railroad Company intended to investigate the merits of the invention. In March this carriage of Winans was on exhibition at the Merchants' Coffee-House, in Philadelphia. Mr. Sullivan, one of the proprietors, said "two pounds by this machine will draw a ton weight. The ratio of advantage is not so great when ascending, because then gravitation is to be overcome. In the slopes of twenty-eight feet to a mile the English carriage will carry three and one-half tons loading to one horse, and Winans' carriage seven and one-half tons; but on a level the English will carry six tons and Winans' forty tons."

Mark Richards exhibited at his store on North Third Street, in March, 1830, a model of a railroad wagon, made by W. Robinson & Co., of the Phœnix Foundry, at Wilmington, Del. In the course of three or four years the passenger cars for railroads commenced to change their shape, and were made to carry a larger number of persons. In September, 1836, a car thirty-seven feet long, which had been drawn by four horses from Broad Street, was exhibited in front of the Exchange, and it was stated to be a matter of important improvement in this carriage that it would hold one hundred passengers.

In July, 1835, the railroad car "Victory" was run for the first time upon the Columbia Railroad out to the house of Mr. De Bauffry, near the Peter's Island bridge. Some invited guests were carried, accompanied by a band of music. It was considered to be a novelty, because the front and rear parts having each its two pair of wheels, the middle or principal part of the car was unsupported except by the union with the parts of the car over the wheels. The *Commercial Herald* remarked,—

"In this way more than two-thirds of the weight falls between the two sets of wheels. The effect of this arrangement is to give to the middle part a much more equable and uniform motion, the jar imparted to the wheels by any slight inequality in the road being scarcely perceived. . . . Some inconvenience has been apprehended on the short curves on the road from the two sets of wheels being at so great a distance. But this evil is entirely obviated by making the lateral motion of each set, by which it adapts itself to the curves in the road, wholly independent of that of the other. Considered as a new experiment in the art, we cannot but anticipate that it will prove a successful one."

Nicholas Garrison, Valentine Eckert, and Henry Voight erected works for drawing wire as early as 1779 in the city. They met with unexpected difficulty, in consequence of the defective character of the American iron. The manufacturers of the iron refused to remedy the evil, which might have been easily overcome. The projectors were therefore compelled to relinquish the works, which, upon memorial setting forth the facts, they tendered to the Assembly in February, but the offer was not accepted. Hand-cards were made by Oliver Evans and others before the Revolution. There were three manufacturers of wire cards in the city in 1797. It was in the wire-mill of White & Hazard, at the Falls of the Schuylkill, that anthracite coal was successfully tried and proved as a "heater."

John Sellers was the first man in North America to manufacture wire-cloth, some fifteen years prior to the Revolution. It was Nathan Sellers, a son of John, who offered to manufacture the moulds for the Continental paper money, and which he did in a secluded place, under military surveillance. About 1781 the concern was N. & D. Sellers (Nathan & David), and during the whole period that hand-moulds were used for making paper, this house was the sole manufactory of them in this country. S., C. & J. Sellers were the successors of N. & D. Sellers. Then came the firms of S. & J. Sellers, and Sellers & Pennock, (Abraham L. Pennock). J. Sellers invented the process of riveting leather hose, for which he obtained a patent, and this constituted another feature of their business, and naturally led to the manufacture of leather belting. In the course of time Samuel Sellers and his son David constituted the firm of J. & D. Sellers, which subsequently became J. & D. Sellers & Co. In 1857, Samuel and Charles Sellers succeeded to the business, under the style of Sellers Brothers.

The iron wire and railing industry from 1860 to 1882 is shown in the census reports to have been as follows:

Census.	Number of Establishments.	Capital.	Raw Material.	Value of Product.
1860	17	$84,900	$47,848	$115,794
1870	10	84,900	90,504	190,158
1880	15	100,250	99,648	180,032
1882	16	.....	.....	300,000

The progress made in the manufacture of stoves and fireplace heaters is to be measured only by the patents recorded in this industry. Charles W. Peale invented a fireplace in 1797, which he made considerable effort to bring into notice after the year 1800. James Truman, of Philadelphia, obtained a patent Dec. 3, 1811, for a portable kitchen cooking-stove. Henry W. Abbett was granted similar rights for a boiling and cooking-stove, March 30, 1813. Samuel Bolton took out letters patent for a pipe or grate-boiler, or heater, July 7, 1809, and David Asher for a portable cooking-machine Feb. 18, 1825. David Launey obtained a patent for a fireplace March 18, 1813. Samuel Morey also secured rights for a fireplace and chimney January 18th of the same year. Elijah Griffith's fireplace patent was dated March 6, 1820. For wood stoves patents were obtained by Thomas Hurst, March 11, 1797; Henry W. Abbett, May 4, 1802; Nicholas Lloyd, Feb. 29, 1812; George Worrell, March 30, 1813; Burgess Allison, April 10, 1818; John Tasker, Feb. 23, 1823; and Louis Goujon, Sept. 22, 1823; Henry W. Abbett obtained a patent Jan. 24, 1799, for a coal-stove for burning Virginia coal. Patents for stoves and grates for burning "stone coal"—a name very frequently given to the anthracite of the Schuylkill and Lehigh regions—

were taken out by Oliver Evans, Jan. 16, 1800; Robert McMinn, June 24, 1822; Philip B. Mingle, Oct. 24, 1822; George J. Fougeray, Sept. 11, 1822; and John Lovatt, June 16, 1825. Daniel Pettibone, who was the inventor of the warm-air furnace for warming houses, was so intimately connected with the iron manufacture that he deserves some notice here. He was in business as a manufacturer of edge-tools, etc., at No. 32 North Eighth Street, in 1813, at No. 267 Race Street in 1816–17, and in Watson's Alley in 1817. He received a patent for plane irons and scythes in 1813, was the inventor of an auger for boring guns, and brought forth many other ingenious improvements. Julia Plantou received a patent for a cook-stove Nov. 4, 1822. Robert Annesley received a patent for warming houses April 27, 1814. It was claimed to be superior to Pettibone's, and in the *United States Gazette* of November 28th and Dec. 2, 1814, there was considerable discussion as to the respective merits of the inventions. Annesley's heaters were manufactured by Pryor, and Pettibone's by Moore Harkness. Cook & Pettit, at No. 55 South Fourth Street, were among the first to apply themselves to the manufacture of grates for the burning of hard coal. They advertised, in October, 1823, that they were provided with "coal-grates of the newest and most approved patterns for burning Lehigh, Schuylkill, and Susquehanna coal." They were ready to furnish brass-mounted grates from ten dollars to one hundred dollars each. About the same time John N. Jackson & Co. advertised that they had opened a grate and fender manufactory at No. 50 Cherry Street. Cook & Pettit gave notice in August, 1824, that they had invented a slip-bottom grate. Charles Weaver advertised in September, 1825, that he had invented a coal-stove for cooking, which he declared was "safe, economical, and convenient, whereby the difficulty hitherto existing in burning the Lehigh coal is entirely obviated."

William W. Weaver obtained a patent, April 15, 1822, for a stovepipe. James Vaux turned his attention to improvements in kitchen-grates for the burning of anthracite coal, so that the same might be applied to cooking purposes. A committee of the Franklin Institute, to which his claims were referred, reported in 1826—

"that the object which Mr. Vaux had in view, in the experiments which he has made, was to ascertain whether anthracite might not be burned in an ordinary open fireplace, and applied to all the purposes of domestic economy for which wood or bituminous coal is generally used. As it is the intention of Mr. Vaux to describe his apparatus, and to communicate his observations to the public, the committee deem it unnecessary for them to enter at large on the subject, and they will therefore merely state that in their presence fires were readily kindled without using a blower, both in a grate—constructed for cooking and other purposes, and standing in an open fireplace in the kitchen—and also in a common cast-iron English grate, placed in a parlor fireplace, without altering the existing size or form of the opening or throat of the chimney; and that it appeared evident to them that all the purposes proposed by Mr. Vaux were perfectly attained. It was not pretended by the experimenter that he had made any discovery which could be denominated new, but only that he succeeded in proving erroneous an opinion which is still generally prevalent, namely, that anthracite cannot be used for cooking excepting in a stove, a grate forbidding its convenient use in consequence of the supposed necessity for bringing forward the back and closing the throat of the chimney."

It did not require a long time, after invention became directed to this subject, to very materially change the customs in relation to fuel. Coal, as a fuel, became fashionable. In houses of pretension the coal-grate, with its ornamentation of brass and steel, was a necessity in the parlor, even if the ten-plate stove and the wide fireplace performed their duties with cordwood in the kitchen.

In April, 1828, the *United States Gazette* described an invention which had recently been perfected by Williamson & Paynter, stove manufacturers, southwest corner of Ninth and Market Streets, Philadelphia. It consisted of "a cast-iron box, fifteen to thirty inches in length, eight to ten inches wide, and six or seven inches deep. It has a grated bottom, and is calculated to burn anthracite coal as readily as charcoal. Upon one edge is placed a common tin-kitchen, or roaster, in front of which, on the opposite edge, is a sheet-iron fixture of the same length, which reflects the heat upon the contents of the tin-kitchen. Through the top of the reflector may be placed boilers for meats and vegetables. By means of false jambs, the size of the fire is reduced at will. By displacing the reflector and the tin-kitchen, the box or furnace may be used to heat water, roast coffee," etc. The contrivance was fixed on four iron wheels, and the cost of it, according to the *Gazette*, would not exceed nine dollars. This was undoubtedly the first improvement of the kind. Such an adaptation could not have been made until after anthracite coal came into common use. It was certainly a great addition to household economy, and was one of the most important improvements in stoves since Franklin invented the "Pennsylvania fireplace." We believe that Clement Letourno, stove and grate manufacturer, who in 1832 was at No. 76 North Sixth Street, was among the first in this city to make cook-stoves, and they were also probably made by Jacob F. Pleis, on Second Street, above Arch, about the same time.

In the year 1828, Messrs. Fœring & Thudium commenced as a firm of stove-founders on Second Street, just above Arch, the latter then known as Mulberry Street. In a very small way did these gentlemen turn out rather clumsy nine-plate stoves. In 1840 this firm began casting a cylinder coal-consuming stove, which proved a very desirable means of utilizing the Schuylkill County coal, without the least inconvenience in parlor and kitchen, dining-room and hall, store and church, court-house and office. The cylinder stove was the practical answer to the riddle put to our ancestors by the ebony Sphinx of the anthracite coal-measures of Pennsylvania. The circular portable furnace was the beginning of a new era in American affairs, quite as much as was the Declaration of Inde-

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pendence. And nearest did the domestic revolution affect Pennsylvania. In 1828 there was mined in our now great coal-producing commonwealth but 720 tons of anthracite. The millions of tons that now find consumption owe to this cylinder stove a very great deal of that activity which has developed the coal of Pennsylvania.

The manufacture of stoves, ranges, heaters, furnaces, etc., was established in 1840 by Daniel Mershon, on Market Street above Twelfth. In 1861 the oldest son of A. H. Mershon was admitted a partner, and in 1865, George B. Mershon entered the firm. In 1868 the business was removed to Twelfth and Filbert Streets. The manufacture of stoves, furnaces, etc., from 1860 to 1882, was as follows:

Years.	No. of Establishments.	Capital.	Raw Material.	Value of Products.
1860	45	$453,100	$264,543	$664,053
1870	25	2,575,800	665,779	2,102,701
1880[1]		.....	.....	.....
1882	123	.....	.....	1,565,000

In 1768, Richard Mason, in Second Street, manufactured fire-engines, and was the first to place the levers at the ends instead of upon the sides, which became known as the Philadelphia levers. The house in 1785 was Mason & Gibbs. From that time the building of hand fire-engines has continued a distinctive branch of Philadelphia manufacture. For thirty years John Agnew was the chief constructor of these engines, and at his retirement, Jacob B. Haupt succeeded to the business.

The first successful *experimental* steam-engine was made at Philadelphia in 1773 by Christopher Colles.

In the previous year he had delivered lectures in the hall of the American Philosophical Society on pneumatics, hydrostatics, and hydraulics, illustrated with an air-pump of his own invention, and had exhibited the centrifugal and steam-engines and other machines. He was soon after engaged to construct a steam-engine for a distillery, but it having been made on a very cheap scale and of very slight materials, it was not successful. However, a committee of the Philadelphia Society reported that the builder had shown great practical knowledge of the principles and deserved encouragement. In 1786, John Fitch, assisted by Henry Voight, constructed the first *working* steam-engine built in the city. Neither of them reaped any advantage from their inventions, but "both were ingenious beyond their time, and both reaped a reward in poverty."[2] Before the end of the century two steam-engines were in successful operation at the city water-works, then the largest in the country. They were double engines, the one with a thirty-nine-inch and the other a thirty-one-inch cylinder, both with six-feet stroke and wooden boilers, and capable of supplying 4,500,000 gallons of water daily. They were built by Nicholas I. Roosevelt. The contract was for 1,000,000 gallons daily, and the surplus power of the lower engine at Centre Square was leased for manufacturing purposes.

Daniel Large, who, in 1817, is designated in the City Directory as a "founder," and in 1818 as a "steam-engine maker," had his factory on Front Street, above Germantown road. In 1812, in association with Francis Grice, the latter a ship-builder, they took out patents for a steamboat. In the same year Large built the steam-engine for the steamboat "Delaware," of which Capt. W. Whilldin was commander. Large also built the boilers and machinery for the steamboat "New Jersey," Capt. Moses Rogers, launched in 1816, and placed upon the Baltimore line. Thomas Holloway was the builder of the engines for the famous steamboat "Robert Morris," which was constructed for the Baltimore Union Line in 1830, and which for many years was considered swifter than any other boat upon the Delaware River.

Another builder of steam-engines and machinery was James Smallman, who, with Nicholas I. Roosevelt, built one of the first steam-engines used at the Philadelphia Water-Works, Chestnut Street and Schuylkill River, in 1801. Smallman remained in Philadelphia after the completion of the water-works, and set up an establishment "for the making of steam-engines of all sizes and varieties." The Directory for 1802 gives his residence as Sassafras Street, above Broad.

In his affidavit, made in 1814, Smallman says,—

"In the city of Philadelphia he was applied to by a certain Robert Fulton to make a steam-engine of which he, the said Robert Fulton, did to this deponent give a plan or drawing; that this deponent made an engine agreeably to the order and plan of said Robert as aforesaid; and that said plan, and the conversations of this deponent with the said Robert Fulton, convinced this deponent that the said Robert Fulton at the time knew but little about steam-engines, and was wholly, or almost wholly, ignorant of the true principles and proportions necessary to make them good and efficient; and that this deponent did, before the said Robert Fulton began to build the first steamboat on the North River,—generally called the North River steamboat,—inform him, the said Robert, of the plan proposed of putting the wheels over the sides, stated to him the total inefficiency of the Chancellor's (Livingston's) former plan, and strongly recommending to the said Robert to adopt the plan of vertical wheels, which the said Robert again agreed to do, and, by doing, produced useful steamboats."

In 1806, James Smallman built strong machinery for grinding flour by the use of steam, which was to be used in mills at Cadiz, in Spain. This was tried with the assistance of the city works steam-engine at the (Schuylkill) foot of Chestnut Street, in November of that year. In 1810 Robert E. Hobart, who was an insurance and merchandise broker, advertised for sale a steam-engine of thirty-two horse power, built by James Smallman and John Roebuck. Smallman built, in 1810, a small steam-engine for the use of the navy-yard at Washington City, which worked a saw-mill with satisfaction, and did other service. Smallman obtained a patent from the United States, in connection with John Phillips, Sept. 18, 1810, for a plan for steering vessels. On his own account, March 21, 1815, he received a patent for a double air- and water-pump, and in August of the same year he

[1] So mixed with other iron industry as not capable of being separated.
[2] Westcott's Life of Fitch.

obtained a patent for a double air-pump for steam-engines. He probably died about 1822 or 1823.

Several valuable modifications of the steam-engine were made by Philadelphia mechanics, the most important of which were those of Oliver Evans, who, in 1808, became the first regular steam-engine builder at the Mar's works, Ninth and Vine Streets. Thomas Hatton exhibited in October, 1822, at the Shakespeare Hotel, opposite the State-House, "a steam-engine upon an entire new principle, combining, as it were, the principle of Watts' engine with a complete rotary motion, increasing the stroke of the engine to four times that of Watts' engine, and reducing the cost of the working expenses and doubling the power." As he could not have expected many visitors, he put the price of tickets of admission sufficiently high to yield some profit if there was any patronage worth speaking of. The price of admission was one dollar. This engine was exhibited at the Merchants' Coffee-House in January, 1823. Hatton received a patent for this steam-engine on Feb. 28, 1822. Dr. James S. Ewing, who died Aug. 28, 1823, was the inventor of the methods by which cold-water pressure is used for testing the strength of steam-boilers. He paid considerable attention to the manufacture of mineral-water apparatus, which requires great strength to resist the explosive power of the carbonic acid gas forced into the acidulated or carbonated water. The instrument which he devised for the purpose was called a stenometer. On the same principle the water-pressure upon steam-boilers is computed. Dr. Ewing, in 1823, also invented a new hydrant, which he called the hydraulic lever. The American Philosophical Society, in the early part of 1823, awarded him a gold medal for that invention. Joseph Hawkins exhibited, in 1824 and 1825, his plan of an engine which made steam by the discharge of a fine spray that entered the cylinders and became converted into steam. Anthony Plantou became interested with him, and a small steamboat was built and navigated upon the Delaware sufficiently long to prove the worth of the invention, but it did not meet with sufficient favor to obtain the support of persons who were interested in steam-machinery, and who might have put the principle to some profitable use. This steam-engine, "without a boiler," was exhibited at the grist-mill, corner of Ninth and Vine Streets and Ridge road, in 1824, and it was asserted at the time that the principle was the original one which Jacob Perkins, in England, had appropriated to himself.[1] "The whole apparatus consists merely of a cylinder placed in a furnace, into which, when sufficiently heated, cold water is injected, which is instantaneously converted into steam. Three or four strokes with a hand-pump are sufficient to work the piston, after which the water is injected by the machinery from the condensing tub. The quantity of water necessary to be injected is in proportion to the power to be obtained. From the present experience half a gill is sufficient for a four-horse power." The value of this principle was certified to in April, 1824, by Rush & Muhlenberg, Oliver Evans, Jr., Joseph R. Ingersoll, David Paul Brown, and others. Hawkins & Plantou tried to raise sufficient funds by the sale of stock, at twenty-five dollars a share, to build a boat of sixty or eighty tons to ply from Philadelphia to Salem and Cape May.

At present nearly all the machine-shops of Philadelphia manufacture the steam-engine in some of its parts. In 1867, Mr. Freedly enumerated more than twenty establishments in the city which were provided with facilities for constructing any size or description of stationary and portable engines; but at that time there were no establishments devoted exclusively to this manufacture. Boilers, pumps, gauges, governors, grate-bars, and other parts of the engine are extensively manufactured in many establishments.

One of the largest manufacturing firms of Philadelphia is that of William Sellers & Co. William Sellers, the senior member, is the eldest son of John Sellers, Jr., and Elizabeth P. Sellers. His first ancestor in this country was Samuel Sellers, who came

[1] Jacob Perkins, a native of Newburyport, Mass., who came to Philadelphia in 1814, and resided here for some years, was a man of genius who was strongly possessed of the inventive faculty. In his boyhood, while yet an apprentice to a goldsmith, he invented a new method of plating shoe-buckles. Soon after he reached the age of manhood he devised a machine for cutting and heading nails at one operation. He was the discoverer of the method of substituting the steel-plate for copper-plate in fine engraving and printing. It was this improvement which associated him with the firm of Murray, Draper & Fairman, bank-note engravers in Philadelphia. To establish his invention in Europe he went to London, in 1814, with his partner, Mr. Fairman. While there he perfected the steam-gun, the power of which he demonstrated before the Duke of Wellington and other high officers of artillery belonging to the British army. An iron target, at the distance of thirty-five yards, was shattered to atoms. Balls passed through eleven planks of the hardest deal, each one inch thick, and placed some distance apart. It was shown that this gun could discharge one thousand balls a minute, and it was declared to be the most terrible weapon ever projected. The cost of maintaining and working it was calculated at about one-two-hundredth part of the cost of the gunpowder and balls that would be required to be used with ordinary artillery. The objection to the gun was that it could not be made available in field operations, and, although its practicability was shown, it was never put to use for military purposes by any government. Perkins also invented the pleometer, to mark the speed at which a vessel would move through the water; also the orthometer, to measure the depth of water; and he was the first to show that water could be compressed. He received the Vulcan silver medal from the London Society of Arts for his method of warming and ventilating rooms and the holds of ships, and for an improvement in engine-hose. For an improved ship's pump and a method of filling water-wheels from back-water he received the Vulcan gold medal. In 1822, Mr. Perkins introduced into his manufactory, in London, his improved steam-engine, which, with great simplicity of construction, economy in cost, weight of metal, and quantity of water and fuel required, obtained, nevertheless, great increase of power. A cylinder two inches in diameter, eighteen inches long, with a stroke of only twelve inches, gave the power of ten horses, at an expense of only eighteen hundred and forty-eight cubic inches of water and two bushels of coals daily. No new principle was claimed, but a new application of known principles, and these were also made applicable during this year to boilers of the old construction, and the heat was at the same time made to return to the boiler and perform its services the second time. The improvement related chiefly to the boiler or generator. Mr. Perkins died in London, July 30, 1849, aged eighty-three years.

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from Bristol, England, to America in 1682, and whose marriage is the first recorded in the minutes of Darby Meeting of Friends. Samuel Sellers took up a tract of land in Upper Darby, Delaware Co., under Penn's patent, and subsequently added another purchase. This property was in possession of their descendants to the present generation, and the portion of it on which the parents of William Sellers resided is still held under the original patent by William Sellers and his brother, John Sellers, Jr. On that estate William Sellers was born Sept. 19, 1824. His mother was Elizabeth Poole, of Wilmington, Del. Tradition relates that her grandfather, William Poole, was sent to this country by the Royal Geographical Society of England to observe a transit of Venus, and decided to remain here. Thus Mr. Sellers' ancestors on both sides have had a long and memorable connection with science, as his paternal great-grandfather, John Sellers, was appointed by the American Philosophical Society an observer of a transit of Venus, and was a member of that society at its foundation. Continuously since then some one of the family has been connected with that eminent society, which was established by Franklin, and William Sellers is now a member. He received his early education at a private school built and conducted by his relatives, who maintained it by private subscription for the children of the family. During his term of tuition it embraced about thirty-four pupils.

Having a love for mechanics, at the age of fourteen years he entered the machine-shop of his uncle, J. Morton Poole, on Brandywine Creek, three miles above Wilmington, where he served as an apprentice until he was twenty-one years old. Then he removed to Providence, R. I., to take charge of the shops of Bancroft, Nightingale & Co., manufacturers of steam-engines and mill gearing. After remaining with them about two years he returned to West Philadelphia, and began the same department of manufacturing on his own account in a location near Thirtieth and Chestnut Streets. In less than a year Mr. Bancroft, the former head of the Providence firm, determined to come to Philadelphia, and he and Mr. Sellers joined forces, going into partnership in 1848, on Beach Street, Kensington, opposite the Treaty Tree, to manufacture machine tools and mill gearing. The firm took the title of Bancroft & Sellers, and existed until the death of Mr. Bancroft, in 1855. Prior to that event John Sellers, Jr., had been admitted into the partnership. When Mr. Bancroft died the title of the house was changed to William Sellers & Co. Its members now are William Sellers, John Sellers, Jr., Coleman Sellers, John Sellers Bancroft, and James C. Brooks. In 1873, William Sellers became president of the Midvale Steel Company, Nicetown, which he subsequently reorganized, and which is now the only works in the country capable of supplying the gun material required by the government for its small-arms and ordnance, orders for such material being constantly filled. Prior to this date he had, in 1868, established the Edgemoor Iron Company, for the manufacture of iron and steel structures, and has ever since been its president. This company made all the iron-work for the Centennial Exhibition, and has now the largest plant in the United States, or in the world, for building iron bridges and other structures of iron and steel. He accepted the onerous position of president of the Franklin Institute in 1864, when it was in a critical financial condition. It was reconstructed and placed on a sound basis by his energy and wisdom, and its existence has ever since been prosperous. During his presidency he proposed the first formulæ ever offered for a system of screw-threads and nuts, which, after the lapse of some years, has become the standard for the United States. He was one of the members of the Union Club, out of which grew the Union League, and of the latter he was for several years a vice-president. He was also one of the first park commissioners, holding the position during the whole time that the Fairmount Park property was being acquired. Indefatigable in his exertions to create the Centennial Exhibition, he bore no small share in carrying the project in the direction of an assured success. He was chosen vice-president of the Centennial Board of Finance at its organization, but the business of his firm, and of the other two great works under his direction, required so much of his personal attention in the depressed condition of trade after 1873, that he felt obliged to resign from the board.

William Sellers was for several years a director of the Philadelphia and Reading Railroad, and has been for many years a director of the Philadelphia, Wilmington & Baltimore Railroad. In 1868 he was elected a trustee of the University of Pennsylvania, and still holds this honorable position. In 1873 he was elected a member of the National Academy of Sciences, and in the next year he was elected a corresponding member of the Paris Société d'Encouragement pour l'Industrie Nationale.

The record of Mr. Sellers' life is that of a triumph of mind and enterprise. Some of the chief honors of himself and of his firm were won at the Paris Exposition of 1867 and the Vienna World's Fair of 1873. J. Anderson, civil engineer, who was sent by the English government to report upon the machine tools exhibit at Paris, wrote a highly eulogistic official commendation of the display from the Sellers works of their machines for cutting the teeth of wheels, their lathes, their planing-machines, their steam-hammers, and their screwing-stocks and dies. Mr. Anderson concluded by saying, "This firm is said to be the most extensive manufacturers of such articles in the United States of America, and their display is well worth the unbiased study of our millwrights and of all others who are interested in such constructions. Altogether, the collection exhibited by Sellers probably contains more originality than that of any other ex-

Wm Sellers

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hibitor in class 54 in this exhibition." The firm then received the most flattering testimonials for their skill and originality, in the form of gold and silver medals and diplomas, from the international jury.

At Vienna five distinct bronze medals marked the nature of awards to superior exhibits, but above all was placed the Grand Diploma of Honor, "designed to bear the character of peculiar distinction for eminent merits in the domain of science and its application to the education of the people and the advancement of the intellectual, moral, and material welfare of man." It was awarded exclusively by the council of presidents, upon the proposition of the international jury. This diploma reads thus:

"World's Fair, 1873, in Vienna.
The International Jury have Decreed
To the Firm of
William Sellers & Co.,
In Philadelphia, Pennsylvania,
United States of North America,
For Machine Tools,
The Highest Distinction,
The Diploma of Honor."

The recommendation for this award was to

"*Sellers.*—For pre-eminent achievements in the invention and construction of machine tools, many of which have been adopted as patterns by the constructors of tools in all countries."

At the Centennial Exhibition of 1876, the firm, in accordance with the report of the United States Commission, received commendations and awards for numerous exhibits.

Mr. Anderson, who had reported upon the exhibit of 1867 at Paris, was employed by the British government in the same official capacity at Philadelphia, and in his communication to his government he said, "The greatest display of machine tools, however, and that which dwarfed all others in the tool specialty, was made by W. Sellers & Co., of Philadelphia. This collection of machine tools was without a parallel in the history of exhibitions, either for extent or money value, or for originality and mechanical perfection."

The establishment of the Sellers firm, on the site bounded by Sixteenth and Seventeenth Streets, and Pennsylvania Avenue and Buttonwood Street, stands in the very foremost rank of the industries of Philadelphia. Its buildings cover a very large extent of ground, the plant is unrivaled, and in all their departments the works are an exemplification of mechanical skill and applied science. Nowhere in the world does more perfect machinery exist than in this great manufactory.

In 1811, Edward W. Carr, of this city, patented a machine for cutting wood screws, which was put in operation; and the following year a patent was issued to E. Hazard and Joseph White for cutting screws. In the printed schedule of the property of the late John Stoddart, a merchant of the city who failed in 1820, is the following item: "*Five-eighths of a patent wood-screw establishment at Falls of Schuylkill*, $10,000." A writer says that in 1816 the late

"Thomas Fletcher, the well-known jeweler, commenced the manufacture of wood screws at the Falls of Schuylkill, the first establishment of the kind in the United States. Mr. Fletcher had a great deal of ingenuity, enterprise, and perseverance. He made a well-finished screw, and in every respect fully equal to the English manufacture; but there was not sufficient protection on the American screw to enable Mr. F. to compete successfully with the foreign article. Mr. Fletcher's factory at the Falls did not prove profitable; but Mr. F. was not discouraged, and a year or two afterward he again commenced to make screws and located the establishment at No. 10 College Avenue, now known as Chant Street. While at College Avenue he entered into partnership with Rufus Tyler (a very skillful mechanic), under the name of Fletcher & Tyler. I cannot say how long this partnership continued, but after its dissolution Mr. Tyler removed to the Tivoli Building, on Prune Street, and commenced a general machine business, in partnership with George Fletcher, a brother of the late Thomas Fletcher. Some years afterward Mr. Tyler received the appointment of Chief Coiner of the Mint at New Orleans, which position he held until his death. Mr. Tyler was a native of Connecticut, and so was Mr. Fletcher. Thomas Fletcher died at Delanco, N. J."

The Industrial Works of Bement & Dougherty had their origin in 1851, when E. D. Marshall then carried on a machine shop at the present location at Callowhill Street and Pennsylvania Avenue, and Twentieth and Twenty-first Streets, around which have clustered the present immense works which are now conducted by William B. Bement & Son. The Industrial Works in 1882 employed 400 hands, making 2000 tons of castings, and paying wages amounting to $250,000 annually.

William Barnes Bement is the senior partner of the firm of William B. Bement & Son. He was born on May 10, 1817, in Bradford, Merrimac Co., N. H., and was the son of a farmer who combined the trade of a smith with his agricultural pursuits. What education was to be had at that place and in that time he obtained whenever he could be spared from the farm and the forge. In 1834 he became an apprentice in a machine-shop at Peterborough, N. H., to serve three years, but at the expiration of two years his brother bought an interest for him, and he was taken into the firm, which had previously been Moore & Colby, and then became Moore & Bement. From 1837 to 1839 he was engaged in making machinery for cotton- and woolen-mills, and in 1840 he removed to Manchester, N. H., where he remained for two years in the Amoskeag machine shops. In 1842 he went to Mishawaka, Ind., to superintend some woolen machinery shops, but their destruction by fire just before his arrival threw him upon his own resources, which in money were nothing more than ten dollars. His enterprise and mechanical skill, however, soon took him out of his troubles, and he quickly built up a small business as a gunsmith, which he surrendered in order to accept the position of superintendent of the machine-shops of the St. Joseph Iron Company. While in that employ he designed and constructed an engine-lathe, and he also built a gear cutting-machine, the first ever seen in the West. Mr. Bement's ingenuity and perseverance were then displayed to a remarkable extent, as he personally manufactured the small tools by the aid of which the large machines were made. He returned East in

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1847 with an enviable reputation, and at once undertook contracts to build cotton- and woolen-machinery for the Lowell machine shops, and ultimately assumed management of the pattern and designing departments. As draughtsman and inventor he was making rapid strides.

In 1851 he brought to Philadelphia his nephew, G. A. Colby, and the two engaged in a partnership with E. D. Marshall, the owner of the machine-shop from which the present works sprang. For about three years the business continued in their hands, under the firm-name of Marshall, Bement & Colby, during which time they manufactured machine tools. In 1854, James Dougherty became a partner, and the house was then known as Bement, Colby, Dougherty & Co. Subsequently, Mr. Colby retired, and the name was changed to Bement, Dougherty & Thomas, then Bement & Dougherty, which last existed until 1870, when Mr. Dougherty withdrew, and was succeeded by Clarence S. Bement, son of the senior partner. In July, 1874, John M. Shrigley entered the firm, and remained a member until January, 1884. William P. Bement, another son of the senior member, was admitted into the partnership in July, 1879.

In his private life, Mr. Bement is an ardent and discriminating patron of the fine arts, and possesses a most interesting collection of works from the studios of native and foreign painters. He is, and has been for many years, a director of the Pennsylvania Academy of Fine Arts and of the School of Design for Women. He is a director of the National Bank of the Republic and other institutions.

The manufactory of chandeliers, lamp- and gas-fixtures of Cornelius & Sons was founded about 1835, by Cornelius & Baker, which concern was dissolved in 1869, and was succeeded by that of Cornelius & Sons, formed by Robert, Robert C., John C., and Charles E. Cornelius and Charles Blakiston, Jr. Among the many splendid works of this house may be mentioned the apparatus which lights the Senate and hall of the House of Representatives at Washington, where two thousand five hundred burners are used and lighted instantaneously; the chandeliers and brackets of the capitol at Columbus, Ohio; the chandeliers of the hall of the House of Representatives at Nashville, Tenn., and the gas-fittings of the City Hall of Baltimore.

The oldest foundry in Philadelphia devoted to building-castings was erected in 1804, and its subsequent proprietor, James Yocum, was the first in this country to make iron fronts for buildings.

The sheet iron manufactory of Murray, Griffin & Bullard, on Water Street, at the corner of Arch, was established in 1776, and made camp-kettles, blaze-pans, tea-kettles, and other wares. Thomas Bales was also a maker of camp-kettles for the army during the Revolution. Pewter dishes, spoons, and other household wares of pewter and block-tin, were made many years before by Cornelius Bradford. The Philadelphia Ornamental Iron Works, at 1136 Ridge Avenue, owed their origin and, for a time, success to Robert Wood, the senior partner of Robert Wood & Co., who in 1839, at his own forge, with one boy to assist him, commenced that work which in his era of prosperity was one of the most important of the iron manufactures of Philadelphia. Wrought-iron window guards, awning-posts, and other forgings were his first products, and the most artistic productions of his later years attested his excellence in workmanship. Those works were more widely known by their colossal bronze statues. In this, the most delicate labor known to modern mechanical pursuits, they rivaled the famous royal bronze foundry at Munich. Wood's bronze castings made Philadelphia famous the land over. The finest bronze statues in Central Park, New York, issued from this workshop of Philadelphia. Some years ago it occurred to Mr. Wood that he could cast bronzes of the largest size. Men skilled in the rare labor of casting bronzes were obtained; an air-furnace was erected with the capacity of receiving an entire cannon as a mere morsel, and fusing it into pure molten metal in the shortest possible space of time. All the necessary moulds and implements were secured, a pit ten feet in depth was dug, and the bronze shop was ready. Complete success crowned the first effort, and the admiration caused by the successful casting of the first statue brought in a stream of orders for others. Wood & Co. cast the following large bronzes: Bust of Col. Hawkins, for New York; group, "Taking the Oath," modeled by John Rogers; group, "Village Blacksmith," modeled by John Rogers; group, "Charity Patient," modeled by John Rogers; group, "School Examination," modeled by John Rogers; figure of "Hope," for Cincinnati, Ohio; figure of "Fame," for Glenwood Cemetery; "Indian Hunter and Dog," for Central Park, modeled by J. Q. A. Ward; "Shakespeare," for Central Park, modeled by J. Q. A. Ward; "Citizen Soldier," for Central Park, modeled by J. Q. A. Ward; "Commodore Perry," for Newport, R. I., modeled by J. Q. A. Ward; "Gen. Reynolds," for Gettysburg, Pa., modeled by J. Q. A. Ward; "Gen. Sedgwick," for West Point, N. Y., modeled by L. Thompson; "Standard Bearer," for Pittsfield, Mass., modeled by L. Thompson; "Napoleon," modeled by L. Thompson; figure of "A. Lincoln," for Prospect Park, Brooklyn, modeled by Brown; "A. Lincoln," for Union Square, N. Y., modeled by Brown; "Equestrian statue of Scott," for Washington, D. C., modeled by Brown; figure of "Willie Cresson," for Laurel Hill, modeled by J. A. Bailly; figure of "William H. Hughes," for Laurel Hill, modeled by J. A. Bailly; "Spirit of Resurrection," for Carlisle, Pa., modeled by J. A. Bailly; bronze monument for Erastus Corning, for Albany, N. Y.; figure of "Elias Howe," for Central Park, New York, modeled by S. Ellis; bust of "John Brown," for Union League, New York, modeled by Calverly; statue of "Gen. Scott,"

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Wm B. Bement

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Barton Hooper

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for Soldiers' Home, Washington, D. C., modeled by Launt Thompson; statue of "Governor Clinton," for Washington, modeled by Brown.

In 1832 the machinery and plant of the manufactory of bolts, nuts, washers, etc., established by Barton Hoopes and S. Sharpless Townsend, under the style of Hoopes & Townsend, in Wilmington, Del., were removed to Philadelphia, and Edward Hoopes was admitted a partner. The firm employ 525 hands, consuming in their manufactures 186,841 tons of iron, and paying wages amounting to $1,271,120. The works produced in 1882 $2700 for each workman.

Barton Hoopes, the originator and present head of the house of Hoopes & Townsend, manufacturers of bolts, nuts, rivets, wood-screws, washers, chain-links, etc., was born in West Goshen township, Chester Co., Pa., July 10, 1827. The family were of English descent, and had been in this country for several generations. He was educated in the common schools and at the Westtown Boarding-School, and went to Wilmington, Del., to learn the trade of machinist with J. Morton Poole, with whom he served three and a half years. In 1849 he commenced business. Early in 1851 he associated in partnership with himself S. Sharpless Townsend, under the firm-name of Hoopes & Townsend. In July, 1852, the plant was removed to Philadelphia, and located on Buttonwood Street, east of Broad Street. Additions were made from time to time both to buildings and machinery, and in 1881 very large additions were made. The operations of this establishment are extensive, its products amounting to about $1,500,000 annually. While the trade of the house is chiefly confined to bolts, nuts, etc., it has extensive facilities for the manufacture of boiler-, bridge-, and ship-rivets, iron-work for bridges and cars, and for flat-link chain. Mr. Hoopes has brought cold punching to such a stage that he has succeeded in punching holes three-eighths inch in diameter through cold iron one and seven-eighths inches thick. The present firm of Hoopes & Townsend consists of Barton Hoopes, Clement R. Hoopes, and Barton Hoopes, Jr.

In 1830, Henry Francis, Charles Field, and Thomas Francis, under the style of Francis, Field & Francis, established the manufacture of japanned, pressed, and plain tinware at 130 North Second Street. They were succeeded in 1824 by the firm of Hadden, Carll & Menough, composed of John L. Hadden, Harvey Carll, and John Menough.

The manufacture of surgical and dental instruments was commenced in 1837 by Horatio G. Kern, with the small capital of $200 saved during his apprenticeship to Wiegand & Snowden.

The largest lightning-rod manufacturing establishment in the country was established in 1849 by Reyburn, Hunter & Co., at the southwest corner of St. John and Buttonwood Streets.

In 1860 there were two establishments manufacturing lightning-rods in the city, and three in 1870. The census of 1880 makes no mention of the industry, and that of 1882 gives two establishments. The capital in 1860 was $12,000; in 1870, $152,100. The product in 1860 was $31,500; in 1870, $335,700; and in 1882, $351,700. The labor employed, in 1860, 16 hands, and had increased to 64 in 1882.

The first saws made in Philadelphia were manufactured prior to the Revolution by William Rowland in a tent in the suburbs of the city. In 1802 he founded the Rowland Saw-Works, the oldest establishment of the kind in this country, and the manufacture was continued by William Rowland & Co. In 1845 this firm began the manufacture of steel. Aaron Nichols, in 1826, established the manufacture of saws, and Lindley, Johnson & Whitecraft were also among the early saw-makers. The works of Walter Cresson are located at Conshohocken, in Montgomery County, but the business is conducted at the warehouse, on Commerce Street.

The Keystone Works of Henry Disston are the largest in the country.

The founder of the great establishment known as the Keystone Saw-Works, and owned by the firm of Henry Disston & Sons, was Henry Disston, who was born in Tewkesbury, England, May 24, 1819, and came to this country, in company with his father and sister, when he was fourteen years of age. The father died three days after their arrival in Philadelphia, and the son apprenticed himself to a saw-maker when eighteen years old. Mr. Johnson, to whom he was apprenticed, failed in business, owing Mr. Disston money for wages, which he was unable to pay. Johnson had some unfinished brick-trowels on hand, and Mr. Disston took them, completed them, and sold them. The proceeds were his first capital, and he then began business on his own account in a room and basement in the vicinity of Second and Arch Streets, the room being used as an office and workshop, and the basement as the hardening department. The saws were sent out to be ground. He did all his own work, wheeling the first barrow load of coal from Willow Street wharf to his shop. The manufacture of hand-saws had already been attempted by other parties in the United States, but with indifferent success, and it remained for Mr. Disston to permanently establish the industry in this country, and to compete with foreign makers, although to do so he was frequently compelled to sell his products at a mere fraction over the cost of production. In 1846 he removed from his little estabment and rented from Mr. Miles a frame building, which was the germ from which sprang the present extensive works at Front and Laurel Streets and Tacony. After having been burned out in 1849, he erected, in ten days, on the adjoining site, a factory 50 by 100 feet, and four stories high. The business has grown steadily since that time, largely as the result of skill and persistence in the invention and adoption of new and more perfect forms, and the reduction in the cost of production brought about by

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the use of labor-saving machinery. In consequence of the superiority of his saws, Mr. Disston never lost a market that he had once gained. The works now cover twenty-four acres of ground (sixteen at Tacony and eight at Front and Laurel Streets). Mr. Disston's inventive genius was displayed in discovering new forms of teeth for saws and combination tools, which are so useful that they find a ready sale, especially in new countries. He was the first man in this country to make his waste steel into ingots, the latter having been previously sent to England to be remelted. He effected a substantial economy in this way, and the works have produced over eighty tons of sheet steel per week, the whole being used in the establishment.

At Tacony there are branch works, where files, steel, and the brass- and wood-work for the other tools are manufactured. The file-factory was originally established to supply the saw-works with files, but a demand soon sprung up for them, and large quantities are now made for the general market. The variety of its manufactures enabled the firm to make one of the finest and most valuable display of steel tools in the Centennial Exhibition. The magnitude of the works is shown by the fact that in 1882 there were 1600 men employed, and the saw-factory was capable of making five tons of saws in a week. The growth of the business, the result of skill, integrity, and perseverance, is yet remarkable when we consider that Disston's saws had first to overcome in the home market a strong prejudice in favor of those of English manufacture, and then had to compete with such tools in foreign markets. These saws are now regularly exported to Great Britain and her colonies, and, indeed, to all parts of the world. The consumption of raw materials and the products in 1882 were as follows: The works used 21,000 tons of coal, 2,000,000 feet of lumber, 4000 tons of plate and sheet steel, and 450 tons of bar steel for files; they turned out 1,692,000 single saws, 3810 large and 39,000 small circular saws, 1,250,000 long saws, 201,500 dozen files, besides large quantities of miscellaneous tools made in the jobbing department.

No citizen of Philadelphia was ever more devoted to its welfare and that of his fellow-creatures than Mr. Disston. He was a man of deep religious and charitable nature, and although a member of the Presbyterian Church, all struggling Christian organizations found ready access to his purse and sympathies. At the outbreak of the war his patriotic feelings led him to equip those of his workmen who enlisted in the national army, and with whom marched his son Hamilton as a private in the ranks. His treatment of his employés was at all times so just and generous that harmony never failed to govern their relations. At one time he gave them an excursion on the Delaware, not only paying all the expenses, but also their wages for that day. Again, he presented them with five hundred dollars to be expended for admissions to the Centennial Exhibition.

Mr. Disston was a born mechanic in the comprehensive meaning of the term. He had the faculty of observing wherein a familiar tool or implement or machine was defective, the genius to devise the means for improving it, and the skill to do the manual work to carry his own device into effect. He was never above doing with his own hands any of the labor incident to his trade. His qualities were those that command success and admiration. He was connected with the Society of St. George and the Masonic order, and was a trustee of the Presbyterian Hospital, and of the Oxford Presbyterian Church. Although steadily refusing official position, he was a firm Republican in his political opinions, and in 1876 was one of the Hayes and Wheeler electors. He left five sons,—Hamilton, Albert H., Horace C., William, and Jacob S.,—who inherited all the ambition of their father, and conducted the business with so much energy and judgment that in 1883 it was one-third larger than prior to his death. He died March 16, 1878, at his residence on Broad Street, Philadelphia. His second son, Albert H. Disston, died Oct. 21, 1883, and the others are still living.

From 1860 to 1882 the manufacture of saws is shown to have been as follows:

Year.	No. of Establishments.	Capital.	Raw Material.	Value of Product.
1860	6	$182,500	$126,468	$258,000
1870	8	628,800	409,243	892,260
1880	3	1,402,500	566,780	1,517,000
1882	7	.....	.....	1,200,120

In 1867 there were eleven rolling-mills in Philadelphia, employing 1200 men, whose annual wages amounted to over $1,000,000. They were the Kensington Iron-Works and Rolling-Mills, James Rowland & Co., proprietors; Penn Rolling-Mill, Verree & Mitchell, proprietors; Treaty Rolling-Mill, Kensington, Marshall, Phillips & Co., proprietors; Philadelphia Rolling-Mill, Kensington, Steven Robbins, proprietor; Oxford Rolling-Mill, Twenty-third Ward, W. & H. Rowland, proprietors; Fairmount Rolling-Mill, Fairmount, Charles Wheeler, proprietor; Fountain Green Rolling-Mill, two miles above Fairmount, Oliver W. Barnes, proprietor; Pencoyd Rolling-Mill, below Manayunk, A. & P. Roberts, proprietors; Gray's Rolling-Mill, Manayunk, A. P. Buchley & Son, proprietors; Cheltenham Rolling-Mill, Rowland & Heints, proprietors; Philadelphia Spike-Works, C. Winch, proprietor.[1]

The rolling-mills statistics from 1860 to 1882 are as follows:

Year.	No. of Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	5	$535,000	$668,700	605	$1,110,000
1870	9	2,033,100	2,543,770	1330	3,976,488
1882	9	.....	.....	1867	3,449,300

The production of iron within the city of Philadelphia and the surrounding country has been traced as closely as existing records will permit. The census records since 1860, inclusive, exhibit data which show

[1] "Philadelphia and its Manufactures," E. T. Freedley, 1867.

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Henry Disston

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HENRY DISSTON & SONS,
KEYSTONE SAW, TOOL, STEEL AND FILE WORKS.

the extent and value of the iron business and its various manufactures within the city and the near-by counties. In 1860 the manufactures of iron and steel within the city numbered 649 establishments, with $10,290,125 of capital, consuming $346,329 worth of raw material, employing 10,916 males and 56 females, and producing a product yearly valued at $14,775,213. The manufactures in part of iron and steel numbered 190 establishments, with a capital of $1,961,050, consuming $1,039,869 worth of raw material, employing 2539 hands, and producing $2,930,733 of product annually. The iron manufactories immediately contiguous to the city numbered 34 establishments, employing $3,044,610 of capital and consuming $1,663,008 worth of raw material, giving employment to 2430 hands and producing a yearly value of $3,888,151.

The total summary of Philadelphia industries in 1882 exhibits the following condition of iron manufactures:

	No. Establishments.	Total Labor.	Value of Product.
Blast-furnaces	1	50	$90,000
Rolling-mills, bar, sheet, and plate	9	1,567	3,449,300
Cut nails and spikes	2	120	210,000
Horse-shoes	1	52	104,000
Sheet, galvanized	6	280	1,280,000
Foundries, classified:			
Car-seats	1	20	40,000
Car-wheels	1	200	600,000
Hardware specialties	6	577	916,500
Hollow-ware and stoves	10	1,005	1,985,000
Malleable iron-castings	4	897	1,479,600
Ship propellers	1	60	120,000
General building foundries	48	2,050	3,658,811
Wrought iron, classified:			
Architectural railings and fire-escapes, plain and galvanized	19	455	875,000
Axles, in part steel	2	72	118,000
Bolts and nuts, punched and wrought	9	62	1,469,600
Carriage-bolts, wrought	6	517	688,000
Chains and cables	4	218	345,200
Hardware, chiefly wrought	26	307	435,000
Nails and spikes, wrought	2	11	15,000
Pipe, wrought and welded	6	1,190	2,361,000
Railway-switches and track material	2	380	575,000
Safes and fireproofs	5	126	264,000
Scales and balances	7	153	280,000
Screws, for wood and iron	4	113	138,000
Ships and ship-building	4	2,613	5,620,000
Ship repairs, iron	7	130	253,400
Sheet iron, stamped wares	5	197	320,000
Shovels and hods, stamped	4	196	315,000
Steam heating apparatus	6	131	275,000
Stoves, heaters, and ranges	123	928	1,565,000
Wire, drawn	1	27	85,000
Wire manufactures	16	209	300,000
Iron machinery:			
Steam-engines and boilers	48	975	1,742,500
Locomotives	5	3,809	7,596,200
Bookmakers' machinery	2	53	109,500
Brewers' and maltsters' machinery	2	31	62,000
Brickmakers' machinery	5	82	143,500
Cigarmakers' machinery, iron	2	21	20,000
Coining and mint machinery	2	99	250,000
Confectioners' machinery	2	24	36,000
Die-cutters' machinery	1	15	17,500
Elevators and hoisting machinery	9	208	385,000
File-making machinery	1	15	17,500
Flouring-mill machinery	5	129	225,000
Gas-engines	2	158	287,000
Gas-generating machinery	8	26	84,000
Hydraulic and pneumatic machinery	3	93	180,000
Iron-working machine tools	10	1,289	2,255,750
Jewelers' and gold-working machinery	2	27	45,000
Leather-dressing machinery	1	9	15,000
Mining and ore-crushing machinery	3	55	104,000
Paper-making machinery	3	88	175,100
Screw-making machinery	1	17	31,450
Shafting (exclusive)	3	124	248,000
Sewing-machines	11	506	867,600
Sugar-making machinery, not separated	...	...	.....
Testing machinery for tensile strength	2	26	48,000
Textile-manufacturing machinery	40	1,730	3,059,250
Wood-working machinery	7	411	893,250
Machinery, general, not specified	36	1,131	1,973,000
Machinists	28	128	231,250
Totals	492	25,390	$51,104,761

The iron manufactures, according to the census of 1870, numbered 520 establishments, employing an aggregate capital of $33,478,192, with power in 6134 machines equal to 12,959 horse-power, giving employment to 26,290 men and 463 women and youths, whose wages aggregated $10,261,194. The value of material used was $21,163,039, and the aggregate value of the product was $41,463,729. Mr. Lorin Blodget, estimating for 1875 the probable increase of the various manufactures of the city over the report of the census of 1870, says,—

"Iron manufactures exhibit various changes in 1875; the varieties largely increased are axles, bolts, rivets, etc., malleable castings, chains and cables, locomotives, machinery, hollow-ware, building fronts, corrugated and galvanized iron, safes and wrought doors, and small iron manufactures generally. Several of these are twice or three times as largely produced as in 1870, particularly builders' irons, wrought doors, vaults and safes, and the smaller miscellaneous manufactures. Great as the total of manufactures of iron in all forms was in 1870, $41,463,729, the correction of the items in detail, as above indicated, would add at least one-third to this sum. All the secondary or more advanced grades of iron-working were increased to twice or three times the recorded production of 1869-70; builders' iron-work, both wrought and cast as store fronts, beams, frames, cornices, ornaments, etc., reached at least $5,000,000 in value against $500,000 in 1869-70. Rolled and cast iron of the ordinary mills, or a bar, sheet, and railroad machinery and ship castings, and like primary forms, could not be reported at so large an advance,—probably not more than twenty per cent. The forms of manufacture have changed so much within a very few years as to change the leading elements of value to more highly-finished products. Machinery has become more elaborate and more expensive: it is applied to greater variety of uses, and more labor being applied to its manipulation, it leaves the manufacturers' hands at a greatly increased value for the same weight of iron. . . . Counting establishments just as they were, and not counting any one a second time because different processes are represented in it, the number in 1870 was 520 in which iron was the chief manufacture. In 1875, there are more by at least one-fifth, and the capacity and actual production of an equal number are doubled."

The manufacture of steel in 1870 was carried on in fifty-eight establishments, with an aggregate capital of $4,336,900, using $2,785,292 worth of raw material, and producing annually goods valued at $5,385,913. This manufacture was estimated, in 1875, by Mr. Blodget, as follows: Crucible and other cast steel at $2,500,000; rolled in plates, sheets, and bars, at $5,000,000; and manufactures of saw, tools, axes, springs, etc., at $5,000,000. The industrial sum for 1882 enumerated the steel manufactures as follows:

	No. Establishments.	Total Labor.	Value of Product.
Steel ingots and rolled-plate and sheet	6	640	$1,659,200
Steel springs, car and carriage	11	316	638,000
Steel saws	7	681	1,200,120
Steel files	18	595	684,000
Steel and iron tools	20	731	1,034,000
Steel cutlery and tools	27	387	524,500
Steel wire, tempered, etc	1	10	20,000
Steel agricultural forks	2	145	253,750
Steel cutting dies and brands	5	20	29,000
Steel grate-bars	1	10	18,000
Totals	98	3535	$6,100,570

Brass founding and copper, brass- and tin-works of all kinds for distilleries, sugar-mills in the West Indies, and refineries of sugar, and for household use, employed many tradesmen in Philadelphia from an early period. In May, 1717, Austin Paris and Thomas Paglan, "ffounders," were admitted to the freedom of the city, a process necessary to enable tradesmen to

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carry on business for themselves. Paris was a founder in the city ten years after. Brass founding was carried on in 1723 in Front Street near Market by John Hyatt, and in 1759 by Daniel King in Second Street. In 1753, Norris states that a new bell for the State-House had been cast in the city, and had been used for some time; though he admits that he does not like it, and speaks of having another cast in England, which was not done, however.

In April, 1776, Benjamin Loxley made proposals for casting mortars, howitzers, cannon, and shells for Congress or the Committees of Safety. Some of the brass guns of Major Loxley were tested by Daniel Joy, of the Reading furnace, who was also engaged in casting cannon. In the Federal procession on ratification of the Constitution, Mr. King rode in a car with a furnace in full blast, and finished a three-inch howitzer which was mounted and fixed on Union Green. Ornamental brass work, in the department of lamps, chandeliers, gas-fixtures, the various military, Odd-Fellows, firemen and theatrical ornaments, as well as brass clocks, is carried on to a very large extent. In 1860 the brass founders numbered 31 establishments, with a capital of $350,150; using $274,024 worth of raw material, employing 340 hands, and turning out annually products valued at $571,800. In 1870 the brass founders were 45, with a capital of $688,150; the value of raw material was $455,245, and that of the annual product, $1,020,821; at the same time there were 3 bell founders whose capital was $30,500, the raw material used was worth $21,475, and the annual product $62,000. In 1875, Mr. Blodget estimated the annual product of these industries to be worth $1,531,231. In 1880, brass casting was carried on in 38 establishments whose capital was $782,-001; the raw material used was valued at $832,830, and the annual product at $1,369,151. At the same time bronze castings were made in 4 establishments with $110,150 of capital, using $394,589 of raw material, and producing annually $501,412 worth of manufactured goods.

The exportation of fire-arms from Great Britain was forbidden in 1774, in consequence of which Congress recommended their manufacture by each State. The insecurity of the frontier settlements, especially during the French and Indian wars, the temptation of the chase, and particularly the Indian trade, had rendered fire-arms a general necessity, and created a steady demand for rifles and other weapons. Hence small-arms were made in considerable quantities in Philadelphia before the prohibition of their introduction by the British government. Soon after that proclamation a letter from Philadelphia to a member of Parliament informed him that the act would be of no avail, as there were gunsmiths enough in Philadelphia to make 100,000 stand of arms within a year at 28s. apiece, if needed, and that a manufactory of gunpowder had been already established. Governor Richard Penn, in his examination before the House of Lords, in 1775, stated that the casting of cannon, including brass, in Philadelphia, had been carried to great perfection, and also that small-arms were made in as great perfection as could be imagined. The workmanship and finish of small-arms were universally admired for their excellence. The provincial gun-lock manufactory, ordered by the Committee of Safety in 1776, was established in Cherry Street, under the superintendence of Peter De Haven. Brass gun-mountings were made by Lewis Prahl, and Lawrence Birnie erected an air-furnace and mill for the business of file-cutting, in connection with the gun-lock factory. The invention of percussion fire-arms was claimed by Joshua Shaw, of Philadelphia, who obtained, June 24, 1822, letters patent for improvement in percussion guns. For his wafer-primer for cannon he was granted $18,000 by Congress. The manufacture of fire-arms is not carried on extensively in Philadelphia at present. In 1860 there were 25 establishments, with $110,000 of capital, using $82,332 worth of raw material, and employing 225 hands, the value of their annual product being $251,-150. In 1870 there were 15 establishments, with $177,800 capital, using $27,000 worth of raw material, and producing annually $121,108 worth of goods. In 1880 this manufacture was conducted in 3 establishments, with a capital of $65,000, and an annual product worth $64,500. In 1882, by the tabular summary of Philadelphia industries, guns, pistols, and sportsmen's articles were manufactured in 16 establishments, which employed 64 hands, with an annual product valued at $93,600.

Lead, together with gold, silver, copper, iron, marble, jasper, emeralds, and precious stones, are said by Campanius to have been found in the province in the time of Printz, and to have been known to exist in the days of the Swedes. In 1810 two establishments for the manufacture of shot existed on a large scale in Philadelphia, and of red and white lead, litharge, and some other preparations of that metal, 560 tons were made. In 1828, S. P. Wetherill & Co., of Philadelphia, were awarded premiums by the Franklin Institute for samples of one thousand pigs of lead, the product of the Perkiomen mines, smelted by them. The oldest and best-appointed and successful of the drop shot-works in the country is that of the Philadelphia Shot Tower of Thomas W. Sparks, which was built in 1808. In 1860 lead-pipe and shot making and lead smelting was carried on in 4 establishments, with a capital of $275,000, using raw material valued at $414,700, and employing 48 hands. Their annual product was valued at $638,500. In 1870 there were 2 establishments manufacturing lead pipe, the capital employed being $600,000, the raw material costing $470,000, and the annual product being valued at $620,000. Lead shot, at the same date, was manufactured at 1 establishment, with a capital of $50,000, the raw material used costing $80,000, and the annual product being valued at $100,000. In 1875 the lead manufactures were estimated by Mr. Blodget at

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$936,000 value of product. In 1880, lead, bar, pipe, sheet, and shot were manufactured in 3 establishments, with a capital of $365,000, the raw material costing $620,500, and the annual product valued at $758,000. In 1882 the tabular summary of Philadelphia industries gives the manufacture of lead, pipe, bar, and refining as being conducted by 5 establishments, employing 41 hands, and producing annually $945,000, and white and red lead as being made by 4 establishments, employing 272 hands, and producing $1,360,000.

It appears from a statement by William J. Buck (paper read before Historical Society of Pennsylvania, Jan. 4, 1875) that James Tilghman, of Philadelphia, addressed a letter to the proprietaries, Thomas and Richard Penn, at Spring Garden, London, on the 14th of August, 1766, in which he stated that his brother-in-law, Col. Francis, had gone—

"up the northeast branch as far as Wyoming, where he says there is a considerable body of good land, and a very great fund of coal in the hills which surround a very fine and extensive bottom there. This coal is thought to be very fine. With his compliments he sends you a piece of the coal. This bed of coal, situate as it is on the side of the river, may some time or other be a thing of great value."

Mr. Buck mentions that Charles Stewart, making a draft of a survey, in 1768, of a large tract of land on the west side of the Susquehanna, mentions that it had "stone coal" marked upon it. In 1769, Obadiah Gore, a blacksmith in the Wyoming Valley, used some of the coal found upon the surface there in his forge, and, finding it to answer his purposes very well, continued to use it, and afterward he was successful in burning it in a grate. Judge Fell, of Wilkesbarre, in 1808, made the following record of an experiment with this coal:

"February 11, of Masonry 5808. Made the experiment of burning the common stone coal of the valley, in a grate, in a common fireplace in my house, and find it will answer the purpose of fuel; making a clearer and better fire, at less expense than burning wood in the common way. Borough of Wilkesbarre, Feb. 11, 1808.—JESSE FELL."

Mr. Buck is authority for the statement that in 1776, and afterwards during the Revolution, "two Durham boat-loads of coal were annually sent to the shore of the Susquehanna, opposite where Harrisburg now is, and the coal landed there, taken in wagons to the armory at Carlisle, and used there." In 1790–91, Philip Ginter gave to Col. Joseph Weiss a "black stone" found by him in a hunt upon the mountains, near the present borough of Mauch Chunk, which Weiss carried to Philadelphia, where it was tested and pronounced "stone" or "anthracite" coal. An association for mining was formed in 1792, called the "Lehigh Coal-Mining Company," which did nothing more than organize, and "locate" 10,000 acres of land in the vicinity of Mauch Chunk. The coal was only used by blacksmiths in the neighborhood until 1806, when William Turnbull took two or three hundred bushels in an "arc" (ark) to Philadelphia, where experiments with it as a fuel failed, and in 1812 an attempt to work the mine was made, and also failed. The anthracite of Schuylkill County was used in a forge by Whetstone in 1795, and William Morris, in 1800, took a wagon-load to Philadelphia and could not sell it; again, in 1812, Col. George Shoemaker brought to the city nine wagon-loads, with no better success; but at his earnest solicitation, Mellen & Bishop used the coal at their rolling-mills in Delaware County, and were pleased with the result. They called public attention to the usefulness of anthracite as a fuel, and this was the turning-point in the history of coal-mining in this country.[1]

When the qualities of Pennsylvania coal for fuel were demonstrated by actual experiment, firewood was becoming dearer and more scarce, and the methods of using it by the old-fashioned ten-plate stoves in kitchens, and for warming by the Franklin stove or open fireplace in parlors, sitting-rooms, and other apartments, were wasteful; yet the superior advantage of the use of Pennsylvania (or anthracite) coal was indifferently regarded, and as a fuel the article was difficult of introduction.

In the Philadelphia *Medical Museum*, in 1805, Dr. James Woodhouse published an account of some experiments made with Lehigh coal, of which he said,—

"The Lehigh coal promises to be particularly useful where a long-continued heat is necessary, as in distilling or evaporating large quantities of water from various substances, in the melting of metals, or in the subliming of salts, in generating steam to work steam-engines, and, in common life, for washing, cooking, etc., provided the fireplaces are constructed in such a manner as to keep up a strong draught of air."

In 1807, Samuel Breck, in his diary, gave the results of some experiments in the economy of using coal as a fuel, which were not encouraging unless the coal could be purchased "at thirty-three cents per bushel, which is the usual summer price."

The plan of Daniel Pettibone was the first glimmering of the present hot-air furnace; he called his stove "a rarefying air stove." According to certificates submitted by Mr. Pettibone, the managers of the Pennsylvania Hospital, as early as 1810, tried his plan upon six rooms, which were warmed by one stove of the middle size. They were so well pleased with their trial that they purchased the right for the use of the invention for the whole hospital in 1810. About the same time it was introduced into the almshouse, the Philadelphia Bank, the House of Representatives at Washington, St. Augustine's Roman Catholic Church, and various stores and shops. Pettibone afterward heated the chambers of Congress and other public buildings by means of his stove. Pettibone's invention was made during the wood-burning period, and without suspicion of the superior qualities of anthracite coal; but his principle was that of the modern hot-air furnace, and the first person to apply it to that use in the United States, by the aid of anthracite coal, was Prof. Walter R. Johnson, of the Franklin Institute. About 1824–25

[1] Lossing's "American Centenary," p. 154.

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the latter had built in his cellar a furnace for burning anthracite coal, which was surrounded by an air-chamber of brick-work. Through the latter the smoke and gaseous production was carried by pipes through a cylindrical drum at the first story, and one in the third story, and thence out on the roof. There was an advantage by the rising of the hot air to the apartments by pipes or flues, and its delivery by a register. The drums in the first and third stories contributed their heat in the rooms in which they were placed. This method of warming was improved in later years by placing the drums in the chamber adjoining the grate of the furnace, and conducting the hot air by pipes, regulated by registers, to the various apartments.

In 1826 the *Journal of the Franklin Institute*, which valuable periodical had been but a short time established, devoted a paper to the subject of anthracite coal, and to its application to the various purposes of domestic economy.

In 1828 the first cargo of Pennsylvania bituminous coal reached Philadelphia from Karthaus, in Clearfield County. Mention of the first cooking-stove to use anthracite coal appeared in the *United States Gazette* in April, 1828, the stove being that made by Williamson & Paynter. The price at which two ark-loads of Lehigh coal which reached Philadelphia in 1814 sold was $21 a ton, and the coal was used by White & Hazard in their wire manufactory at the Falls of Schuylkill. The average value per ton of Pennsylvania anthracite at the colliery in 1876 was $2.53.[1] At this price the 360,564,832 tons mined from 1820 to 1876 brought the enormous sum of $912,228,024.96. It was not an extravagant statement which the Philadelphia *Inquirer* made in 1855, when it said that "many farms" in Pennsylvania were "as precious as some of the mines of California."

The total anthracite coal production of Pennsylvania, in tons of 2240 pounds, from 1820 to 1883, is as follows: From the Wyoming region, 220,104,817 tons; the Lehigh region, 98,626,196 tons; the Schuylkill region, 250,024,255 tons; total from all regions, 524,699,328 tons.

The founder in point of time of the manufacture of chemicals was Samuel Wetherill, Jr., who about 1789 started the first white-lead factory in the United States, and who, though giving his attention to other manufactures, yet established at Wetherill's drug-store, No. 65 North Front Street, the oldest and most extensive manufacture of chemicals in the country.

There have been four generations of Wetherills druggists in Philadelphia. Samuel, the founder, was a Quaker preacher of such talents and virtues as to attract to his ministrations the most eminent people of his day. He wrote "An Apology for the Religious Society called Free Quakers," of which society he was among the prominent founders and active members. In 1775 he became one of the promoters and managers of the United Company of Philadelphia for the Establishment of American Manufactures, and embarked with his whole energies in the business. There being no dyers at that time in Philadelphia, he undertook that branch; and from dyeing to chemicals the transition was natural. He died in 1816, and was succeeded in the drug business by his son, Samuel Wetherill, Jr., in the "Wetherill drug-store," an old landmark of earlier, if not of better days. John Price Wetherill, a grandson, succeeded his father, Samuel, the son of the founder, Samuel. He was born in 1794, was a member of the Academy of Natural Sciences in 1817, and a member of the American Philosophical Society, and of the Geological Society in 1832, an honorary member of the Boston Society of Natural History, a member in 1844 of the Mineralogical Society of St. Petersburg, in 1848 a member of the American Society for the Advancement of Science, and of the New Jersey Society of Natural History. He inherited the fighting propensity of his ancestor, and was captain of the Second City Troop for several years, and known as "Col. John Price Wetherill." His scientific attainments won him these and other marks of merited distinction. He died in 1853.

Samuel Wetherill and his son, Samuel, Jr., being anxious to do more than to sell a purchased article, commenced the manufacture of white lead on the 19th of September, 1809, at the northwest corner of Chestnut and Broad Streets. It is said that efforts were made by an agent of the English manufacturers to discourage the Wetherills from commencing this business. This subsidized adviser failed in his efforts. The Wetherills commenced the manufacture of their white lead as they had determined, but they did not continue it at that place much longer than nine months. Their factory at Broad and Chestnut Streets was totally destroyed by fire June 13, 1810. They changed its location, and erected their new white-lead factory at the northeast corner of Twelfth and Cherry Streets, to which they subsequently added facilities for the manufacture of other chemicals and drugs. In October and November, 1811, Samuel Wetherill, Jr., obtained patents for a mode of washing white lead, for setting the beds or stocks in making white lead; for screening and separating white lead, for separating oxidized from metallic lead in the process of making red lead, and using machines for that purpose.

Christopher Marshall, chemist,[2] began to manufacture sal ammoniac in 1790 so largely that his exportation amounted to six thousand pounds a

[1] Centennial Report, vol. I., part II., p. 130.

[2] From this Christopher Marshall a long line of druggists sprang. Christopher J., the fighting Quaker of the Revolution, "turned out of meeting" because his patriotism was too sharp and well defined to rest quiet in such times, was an active member of the Committee of Inspection and Safety of Philadelphia. He succeeded his father, and was succeeded by his son, Charles, who was followed by his son, Charles, Jr., about 1814. "Marshall's Remembrancer," edited by William Duane in 1839 and 1849, is a most interesting diary of Revolutionary times.

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year. Some attention was paid to the manufacture of potash by William Henderson, on Fourth Street, between Spruce and Pine Streets, who, in 1772, advertised that he would give thirty pounds per ton, cash, for alkaline salts boiled from the lyes of wood or vegetable ashes. Benjamin Leigh, his superintendent, offered to instruct persons in the process gratuitously; also how to clear land from wood, so that the ashes from the same, when burned, would pay more than the expense of clearing. The value of the potash manufactured in America at that time was estimated at £50,000 sterling. John Rhea, in 1787, also established potash-works on Goodman's wharf, above Race Street.[1]

George W. Carpenter, another scientific druggist of Philadelphia, was born in 1802, and was initiated into the mysteries of the drug business in the establishment of Charles Marshall, Jr., where he accumulated a small sum of money and a large capital of knowledge. Forming the acquaintance and winning the friendship of the distinguished Thomas Nuttall, he developed that taste for natural history which was the foundation of his scientific attainments. While yet in Marshall's store he was elected an associate of the Academy of Natural Sciences. His favorite study was mineralogy, and he collected a valuable cabinet, of which Professor Silliman availed himself when preparing his *Journal of Science and Art*. He contributed various papers on medical subjects to the *American Journal of Science*, then edited by Dr. Nathaniel Chapman, and "Carpenter's Essays on Materia Medica" is a recognized text-book. In 1828 he began business for himself, and his success was extraordinary, he accumulating enough in eight years to purchase a farm in the upper part of Germantown, where "Phil Ellena," the name of his country place, became the home of hospitable kindness. He was a strong supporter of the Philadelphia, Germantown and Norristown Railroad, and a commissioner to organize the Pennsylvania Railroad Company, of which he was for many years a director, as well as in five other railroads, one bank, and one insurance company. W. C. Henszey became a partner in 1842, and succeeded to the business after the death of Mr. Carpenter, in 1860.

Dr. Adam Seybert, "druggist, chymist, and apothecary," whose shop, in 1801, was at No. 168 North Second Street, established about that time, in the neighborhood of the Globe Mills, a laboratory for chemical manufacturing, and produced the first mercurials made in the United States. It is supposed that he gave up business about 1803–4. He became conspicuous in politics, was elected to Congress in 1809, and served continuously until 1815, when he lost a re-election; but he was again chosen in 1817, and served one term. He died in Paris, May 2, 1825, aged fifty-two years. His "Statistical Annals," published in 1818 by Thomas Dodson & Son, Philadelphia, was for many years the leading work on the statistics and industries of the country.

In 1804, John Harrison, druggist, at No. 10 South Second Street, was named in the City Directory for 1805 as "druggist and *aqua fortis* manufacturer." He was the first to attempt the production of nitric acid. He had made sulphuric acid (oil of vitriol) in 1793. As a result of his success in this profession he abandoned the apothecary and drug business, and in 1806 was set down as "chymist, No. 75 North Fifth Street." In 1808 he was "near No. 121 Green Street," between Third and Fourth Streets. Here he met with misfortune, his laboratory being burned May 14, 1809. Consequently he removed "away out of town" (as it was then considered), his name reappearing for the first time in the Directory for 1813, "John Harrison, chemist, first gate, Frankford road." In later years the direction was given, "Frankford road, near Orange Street." The place chosen was west of the Frankford road and Front Street, and south of Berks Street, near where the streets called Harrison Street and Fitler Street now go through. The manufacture of aqua fortis was not sufficient to satisfy the enterprise of Mr. Harrison. In 1807 it was announced in the newspapers that he had established an important business in the making of oil of vitriol (sulphuric acid). He was the first manufacturer of this acid in the United States. Mr. Harrison had accomplished himself in the science of manufacturing chemistry by a visit to Europe, where he remained for two years, and endeavored to become practically acquainted with processes. When he commenced to make oil of vitriol it was in a small way. His leaden chamber was of trifling capacity, and enabled him to turn out about one carboy of vitriol in a working day, or three hundred carboys a year, making altogether about forty-five thousand pounds. These experiments were made before 1807, in which year he had built for his use a leaden chamber eighteen feet high, eighteen feet wide, and fifty feet long, by the use of which he was enabled to manufacture thirty-five hundred carboys of sulphuric acid per annum, or over three hundred and fifty thousand pounds. Sulphuric acid at this time was worth fifteen cents a pound. The sons and grandsons succeeded to the business of John Harrison, and their large establishment at Gray's Ferry, with their works at Kensington, with factories in Maryland and New York, prepare, in addition to chemicals and white lead, chemicals for paper-stainers, fine

[1] Among the executive documents presented in Congress was a letter from Secretary Schurz, recommending an appropriation of five hundred dollars to purchase the first patent ever issued in this country. Accompanying it was a letter from E. T. Hall, of Columbus, Ohio, the present possessor of the document, in which he says it was issued at New York, July 31, 1790, to Samuel Hopkins, of Philadelphia, for an improvement in making potash and pearlash. It is written on a sheet of parchment twenty inches square, in a round, old-fashioned hand, signed by George Washington, and certified by Edmund Randolph, Attorney-General, as being conformable to the act of Congress to promote the useful arts; and its delivery to the grantee is certified by Thomas Jefferson, with the seal of the United States. Secretary Schurz recommended its purchase as a valuable historical relic.

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story. Joseph and William Gray carried on the business there for some years.[1]

Robert E. Gray gave notice in 1807 that he intended to brew ale, porter, and beer during the ensuing winter at his brewery, No. 24 South Sixth Street. Conrad Wile was taken in partnership by Robert E. Gray in 1811, and the firm was Gray & Wile. After Wile retired, Samuel N. Gray, a brother of Robert E. Gray, was associated with the latter. S. N. Gray died in 1837. A sister of the Grays had married —— White, and in 1837 his interest went into the control of his nephews, George W. Gray and Samuel G. White. Robert E. Gray retired from business in 1840. Samuel G. White died in 1850, and his cousin, George W. Gray, continued the business until 1866, when he removed from the city. Whitney & Son succeeded, and continued the brewery until within a few years, when the buildings were abandoned and torn down in 1881.

The brewery of Reuben Haines, in 1785, was at No. 145 Market Street; Caspar Haines was also a partner in 1791. In the Federal procession of 1789 ten master brewers and seventy-two journeymen paraded, headed by Reuben Haines. Upon their banners were the mottoes: "Proper Drink for Americans," "Home-Brewed is best." About 1793, Tench Coxe, commissioner of the revenue, stated that the breweries of Philadelphia exceeded in the quantity of their manufactures those of all the seaports in the United States. Godfrey Twells succeeded the Haines in 1795, and in 1801 the brewery was conducted by Twells, Morris & Co., the new partner being Caspar Morris. In 1804, Caspar Morris and Frederick Gaul were brewing here, and here was established "The Gaul Brewery," which, in 1830, was in the hands of Frederick Gaul, Sr., and his son Martin. Frederick Gaul, Sr., came to this country prior to the Revolution, having been born at Frankfort-on-the-Main, and served an apprenticeship in the old country at brewing and malting. About 1841 the building was torn down and stores erected, and Frederick Gaul removed to the old Hare brewery, corner of New Market and Callowhill Streets, where his son Frederick, Jr., had conducted business for some years.

In 1785 the brewery on the west side of Fifth Street, below Market, which is still in operation, was conducted by Joseph Potts. In 1791, Henry Pfeiffer, a name afterward changed to Pepper, was there. About 1802, Henry Pepper & Son were in business at the brewery. George Pepper succeeded. In 1831, David Pepper was in partnership with him. Frederick Seckel was interested, in 1836, in partnership with David Pepper. Robert Smith, who had been in the brewing business in St. John Street, near Noble, was admitted into the firm in 1837 or 1838.

Dr. Douglass mentions the manufacture of malt into beer, as well as of barley into malt, as a well-established industry in the city in 1750; and the exportation of strong beer, in 1766, was 1288 barrels, worth £1 10*s.* per barrel; the shipments in 1772 were 1236 barrels; in 1773, 1798 barrels; and in 1774, 1394 barrels. Adulteration was not practiced in Philadelphia, because by the act of Assembly the seller of adulterated liquors forfeited "the same, and three times its value;" and by the same act licensed tavern-keepers, etc., were required to sell beer and ale by wine measure to those who drank on the premises, and by beer measure to those who carried it away. By act of 1718 the justices were empowered to fix the prices for the sale of wine, beer, ale, etc., four times in the year, the prices to be proclaimed by the crier at the close of the sessions, and to be affixed to the court-house door. Porter was first brewed in 1780, by Robert Hare. Previously, ale, beer, and "two-penny" were the malt liquors in use; "half-and-half," or equal quantities of ale and beer; "three-threads," or one third of ale, beer, and "two-penny," were the immediate predecessors of porter, which Harwood invented, and called "entire brett." Its strengthening qualities recommended it to working-people and porters, and hence its name. In 1788 the porter made in the city was considered in all respects equal to the English make, and was greatly esteemed throughout the country. The price, in 1790, of Philadelphia beer was 30*s.* the barrel, and 8*s.* 4*d.* per dozen bottles. A sample of it made the voyage to China and back without detriment to its quality.

As early as 1737 there was a brew-house at the corner of Elbow Lane and White Horse Alley [now called Bank Street], with an entrance-way from Chestnut Street, between Second and Third. In 1752, George Gray, of Gray's Ferry, conducted the business there. After he died, Mary Gray, his widow, continued the brewery for some years. The property was offered for sale in 1770. In 1785, William Pusey occupied the old brewery. He was succeeded by William Dawson, who in 1791 was there, the number being 79 Chestnut Street. William Morrison went into partnership with Dawson about 1812, and finally conducted the business on his own account.

[1] In September, 1777, the judges for Philadelphia city and county adopted the following schedule of prices to be charged in public-houses:

	£	s.	d.
Madeira wine, per quart	2	0	0
Lisbon wine, per quart	1	5	0
Teneriffe wine, per quart	1	5	0
Spirit, per gill	0	3	9
Brandy, per gill	0	3	9
Whiskey, per gill	0	1	3
Good beer, per quart	0	1	6
Cider royal, per quart	0	2	6
Cider, per quart	0	1	3
Punch, per bowl of about three pints	0	12	6
Toddy, per bowl	0	7	6
Breakfast of tea or coffee	0	3	9
Dinner	0	5	0
Supper	0	3	9
Lodging	0	1	3
Good hay for one horse, per night	0	3	9
Oats, per quart	0	0	7

Whoever exceeded these rates was liable to prosecution,—a fine of 20*s.* for the first offense, 40*s.* for the second, and for the third £5 and loss of license.

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Robert Hare & Son, with whom was associated J. Warren, of London, were the original manufacturers of Hare & Twells' porter. Hare's brew-house, in 1785, was in Callowhill Street, between Front and Second, No. 35. In 1802 it was at No. 155 Chestnut Street. Mr. Hare died March 23, 1810. This brewery was subsequently occupied by Frederick Gaul, Sr., and Frederick Gaul, Jr. Before 1790, George Rehn and John Rehn were established as brewers at No. 60 Elm Street [now New Street], below Vine, and between Second and Third Street, on the south side. George was succeeded there by John Rehn. But George Rehn removed to No. 383 South Front Street, below Almond, where he set up "the Southwark Brewery," which, in 1819, was managed by Thomas K. Pritchard, and at a later period by Hutchinson & Stump. Henry Widenburg, in 1795, was proprietor of a brew-house at No. 48 North Sixth Street, where afterward the "Pennsylvania Hotel" stood, and the brew-house covered the lot afterward occupied by Franklin Hall. John Whitesides was there in 1801, and Joseph Gray as tenant in 1802, who was succeeded in the following year by Michael Larer and his son John, in the family of whom the brewery remained until torn down for other improvements, about 1841–42. Before 1800, Leonard Snowden and James L. Fisher were brewing on Vine Street, between Third and Fourth Streets. Edward Hudson succeeded them, and in 1812 sold out to Croskey & Say. Francis Perot became owner about 1818, and, in partnership with William S. Perot, continued the business for some years, and finally went into the preparation of malt, and converted the brewery into a malt-house. At the northwest corner of Prune and Fifth Streets Thomas Billington began, in 1802, the construction of a brewery, but dying before its completion, Elisha Gordon purchased and completed the work, and commenced brewing in 1805. This establishment, in 1809, was conducted by Thomas F. & R. Gordon, as the Columbian Brewery.

Edward Hudson, in the latter part of 1809, leased the Philadelphia Brewery, in Moravian Alley, where he produced "fine malt liquors." He did not remain there very long, but was succeeded by Thomas Skelly, who was there in 1812 and afterward. In 1810 the large breweries of Philadelphia were said to consume annually about one hundred and fifty thousand bushels of malt. There were beside numerous small establishments in the city, the business of which could not be ascertained.

Richard and George D. Croskey and Benjamin Say were at the Pennsylvania Brewery, on George Street between Sixth and Seventh, in 1811. They left that establishment in the next year, and George D. Croskey managed it. Adam Seckel succeeded in 1818, and subsequently Frederick Seckel became a partner. The brewery had been abandoned for several years before it was torn down to make way for Sansom Street Hall. A. Boucherie, Nicholas Parmentier, E. Fourestier & Co. opened a new distillery upon a patent process about 1810, at No. 180 Coates Street. They had facilities to distill yearly 30,000 gallons of molasses to rum, and 75,000 gallons of whiskey to gin, and the products were estimated to be worth $100,000 a year. Essential oils and cordials were within the processes of the manufacturers. They also had a patent for refining whale-oil for the use of lamps, and had prepared 20,000 gallons before the beginning of the year 1811. Their method also covered the refining of linseed oil for the use of painters. The Northern Liberties Brewery, North Fourth Street, above Vine, was conducted in 1814 by Luders, Marbacher & Co. In January, 1815, the brewers in Philadelphia gave notice that after the 2d of January of that year, in consequence of the rise of prices in barley and hops, their terms would be as follows per barrel: Strong beer, $7; middling beer, $5.50; small beer, $4; porter, $8; ale, $8. The card was signed by Dawson & Morrison, Nos. 79 and 81 Chestnut Street; George Pepper, corner Fifth and Minor Streets; Frederick Gaul, No. 147 High Street, below Fourth; William Abbott, Pear Street, near Dock; Robert E. Gray, No. 24 South Sixth Street; Thomas Morris & Co., No. 86 North Second Street, above Arch; John Planck; Melchior Larer, No. 50 North Sixth Street; Will & McArthur, Bread Street; Luders, Marbacher & Co., Fourth Street, above Vine; and Sharswood & Say. Partenheimer & Pepper were at the Philadelphia Brewery, in Bread Street, in 1820. Jacob Pretz was a partner in that firm, and went out in the following year, Partenheimer & Pepper continuing the business. About 1829 the Farmers' Brewery, at the northwest corner of Tenth and Filbert Streets, which had been built by an association of farmers who were dissatisfied with the prices paid for grain by the brewers, and who thought they could do better by conducting a brewery for themselves, became a failure. William Morrison then gave up the Chestnut Street brewery, and, in partnership with Mordecai L. Dawson, purchased the Farmers' Brewery building. Subsequently Mr. Morrison died. Mordecai L. Dawson conducted the business on his own account and in partnership with others. Poultney, Collins & Massey succeeded, and now William Massey is proprietor of the extensive establishment.

This was one of the largest breweries in the city. It was greatly enlarged in 1855 by Poultney & Massey, and since then many improvements have been made.

The brewery of Frederick Lauer was established in 1826. Lauer emigrated to this country in 1823, from Gleissweiler, near the Fortress Landau, in the Palatinate. In 1831 the brewing of ale and porter was commenced, and in 1835 it passed into the hands of the son, Frederick Lauer.

Philadelphia was the first place in this country where lager beer was made, and the original brewer was George Manger, who had a brewery about 1846–

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47, on New Street.[1] The Bergner & Engel brewery was established in 1849, by Charles W. Bergner, on Seventh Street, below Girard Avenue. In 1852, Gustavus Bergner took charge of the brewery. The business then was small, only twelve hands being employed, brewing about 7000 barrels of beer per annum. In 1870, Charles Engel entered into partnership with Gustavus Bergner, uniting the brewery of Engel, at Fountain Green, which had been sold to the park commissioners, with that of Bergner. The brewery is located on the square lying between Thirty-first and Thirty-second Streets, and between Thompson and Jefferson Streets. A cash capital of $960,000 is represented in the numerous buildings and improved appliances, and 180 men find employment there. In 1879 the firm was incorporated as the Bergner & Engel Brewing Company, with a paid-in capital of nearly a million dollars.

Of the more than 200,000 barrels of beer coming from this great company, Philadelphia consumes one-half, and the other half finds its market along the Atlantic coast, especially in the South. Forty refrigerating-cars, representing an investment of over $30,000, are needed to transfer the beer in proper condition to the company's own depots in other cities. In 1870 the product was 38,000 barrels; in 1871, 48,000; in 1883, 210,000; and 1884 it is expected to reach 250,000.

The breweries of Philadelphia in 1860 numbered 68, with an aggregate capital of $2,122,600, consuming annually raw material valued at $1,102,733, and giving employment to 593 men and 3 women, with an aggregate annual production valued at $2,223,455. In 1870 the breweries numbered 69, with an aggregate capital of $3,716,950, using steam-power equal to 485 horse-power, with 140 machines, employing the labor of 620 men and 12 women, to whom wages were paid during the year to the amount of $504,372. The value of the raw material consumed was $2,133,819, and the value of the product $4,081,856. Mr. Blodget, in 1875, considered the production of beer and ale, as returned by the census in 1870, as—

"very imperfect, not more than two-thirds probably, but for 1875 the exact official report of tax-paid malt liquors for the First Collection District is 917,104 barrels. This embraces all but three wards in the city, the Twenty-second, Twenty-third, and Twenty-fifth, for which wards the census returns of 1870 gave a production of about 25,000 barrels. There have been removals to these wards in the natural growth of the city, and the present production cannot be less than 50,000 barrels, making 969,104 barrels in all. The average value was $11 per barrel in 1870; now it is placed at $10 by the best estimates. The value is therefore $9,691,040, exclusive of the waste, or spent grain, which is worth not less than $100,000. The malt product is also more than doubled, although the large importations of malted grains are made from Canada and elsewhere."

The value of products of the breweries was, therefore, $9,691,040 in 1875, as against $4,081,856 in 1870. The "Twenty Cities" Report of the census of 1880 mentions only "malt" as produced in 18 establishments, with an aggregate capital of $2,075,000, whose raw material was valued for the year at $1,441,230, and the annual product at $1,879,460. If there were no other statistical information of this industry the conclusion would have been inevitable that the production of beer in Philadelphia had most unaccountably decreased. The summary of Philadelphia industries in 1882, however, gives figures that at once exhibit the unreliability of the census of 1880. According to this summary, there were brewers of ale and porter conducting 8 establishments, whose annual product was valued at $1,328,000; brewers of beer in 75 establishments, whose annual product was valued at $5,451,000; and brewers of weiss beer in 9 establishments, whose annual product was $105,000,—making 92 establishments, whose annual products combined were valued at $6,884,000, to which must be added the 15 malt-houses, with their annual product of $1,640,750.

That William Penn cherished the hope of successfully introducing the manufacture of wine in the province is abundantly shown by his letters to the Free Society of Traders, in London, in 1683. The indigenous grapes, "the great red grape, called by ignorance the fox grape," was highly esteemed by Penn, for he had "drunk a good clarett, though small and greenish, of Capt. Rappe's vintage of the savage grape." The "skilful *vignerons*" among the Frenchmen were set to work upon his Springettsbury estate in Penn township, in the northwestern part of the present city, toward the Schuylkill, where a vineyard was planted upon what was afterward known as "Vineyard Hill." He brought from France a person qualified to conduct the process in all its branches, Andrew Doz, or Doze, who, with Patrick Lloyd and Dr. More, are mentioned by Penn as the laborers who bore the "heat and burthen of the day" in this vineyard.

The following extracts from letters of William Penn will show how deeply he was interested in this experiment. In Eighth month, 1685, he wrote to Thomas Lloyd that he had sent over Mons. De La Noe, "a French minister, of good name for his sincere and zealous life in his own country, and by men of his nation here. As he is used more will follow. The man is humble and intends to work for his bread, has two able servants, and a genius to a vineyard and garden. I intreat thee to speak to J. Harrison to use the Frenchman at the Schuylkill well. I hope a vineyard there for all this." In 1685 he wrote to Thomas Harrison,—

"Tho' the vineyard be yet of no value, and I might be out of pocket, till I come be regardful of Andrew Doz, the Frenchman. He is hot, but I think honest, and his wife a pretty woman in her disposition."

In his letters of 1686 he said,—

"All the vines formerly sent, and in this vessel, are intended for Andrew, at the Schuylkill, for the vineyard. I could have been glad of a taste last year; and I hear by Josh Harris he made some."

[1] The first place at which this beer was sold was in Dillwyn Street, below Callowhill, and probably not earlier than 1847. The brewery adjoined the saloon. Lager beer did not get to be a drink of much popularity for some years afterward. The first lager beer house in the central part of the city was that of William Hannings & Co., Carter's Alley, east of Third Street, which was opened in 1850.

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In a later letter he said,—

"I writt that regard should be had to Andrew Doze about the vineyard. I know it is a charge; but if wine can be made it will be worth the province thousands by the year. For many French are disheartened by the Carolinians, as being not hott enough. In seven years there would be hundreds of vineyards if the experiment takes; and I understand by D'd Lloyd and Dr. More that he produced ripe grapes the 25th of the 5th month [July], '86, when the roots were 15 or 16 months planted. 'Tis an high character of the country, and An. Doze, I am told, sayd he deserved the place, paying to me only an acknowledgment in wine."

Mons. De La Noe did not live long, having died in 1686. After the second visit of Penn we hear no more of the vineyard. The name, however, was retained by the tract, a part of Springettsbury, for more than a century afterward, and it is to be found upon Melish's map of 1816. In July, 1718, William Penn granted to Jonathan Dickinson ten hundred and eighty-four acres and one hundred perches of land, part of the manor of Springettsbury. It was the old Vineyard estate, and extended along the Schuylkill River, immediately north of Fairmount, some distance, including therein what was then called "Old Vineyard Hill," and afterward, when owned by Robert Morris, "The Hills," and, under Henry Pratt, "Lemon Hill," now a portion of Fairmount Park. The tract stretched over to the line afterward opened as the King's or Wissahickon or Ridge road, commencing on the latter at Coates Street, and running on the southwest side of the road beyond Turner's Lane. Girard College is on a portion of this property, and it took in the whole of Francisville. The Vineyard House was upon an inclosure commencing about Coates Street and running some distance along the Ridge road. This property was bought by Dickinson for twelve hundred pounds.

The attempt to make wine was abandoned by Penn after his second visit, in 1700; and though an English writer speaks of good wine having been frequently produced by skilful *vignerons*, and of the encouraging prospects of ample supplies of wine for the home use and for exportation, yet the industry languished, and was abandoned. The importations in 1711 amounted to 68,000 gallons of wine and 383,000 gallons of West India rum. Peach brandy and perry were largely made in the province. The first volume of the Transactions of the American Philosophical Society contains a memoir on the distillation of persimmons, by Isaac Bartram, and a letter from Bethlehem, Pa., on the manufacture of currant wine by the Moravians. This last branch of wine-making was commended in 1810 by Mr. Tench Coxe as a more profitable business than distillation from the grape.

In 1793 the project of wine-making was renewed. A company for the promotion of the cultivation of the vine was formed by virtue of the act of Assembly of the 22d of March, 1793, and its supplement Jan. 13, 1794. Samuel Miles, John Fry, John Swanwick, Walter Stewart, Benjamin Barton, and Israel Whelen were the commissioners named in the act of incorporation. The stock was divided into one thousand shares at twenty dollars each. The company was authorized to purchase one thousand acres of land, and to erect the necessary buildings. The charter was granted for twenty years. The vineyard of Peter Legaux, which was adopted by this company, was at Spring Mill, in Montgomery County, a few miles above the city. Legaux commenced the cultivation of vines in 1787, with one hundred and fifty plants from Burgundy, Champagne, and other portions of France. By careful cultivation these plants had, in 1793, reached the number of 18,000, and the number was now rapidly increasing. He calculated the expense of cultivating vines in four acres to be £69 11*s.* annually. The expense of vintage was £10 10*s.* Seven thousand two hundred glass bottles, worth three pence each, would be wanted to hold the wine, which, with casks, wire, etc., would amount to £171 10*s.* 6*d.* per annum. The yield of four acres would be 1440 gallons, and the net profits for the crop, including the sale of vines, was calculated at £661 14*s.* In 1811 there were 30,000 vines growing with good prospect of success.

In 1728 a petition was presented to the House by distillers of Philadelphia, setting forth that they "had been at great expense in erecting distilling-houses for distilling molasses into rum; but large quantities of *New England* rum, lately imported and likely to be imported, tended greatly to the prejudice of the trade thereof and to the discouragement of the petitioners. They therefore prayed that a duty should be laid on the same, and also upon *West India* rum (to prevent frauds), except such as imported from the sugar-cane colonies." An effort was made in the Assembly to allow a duty of two pence per gallon on all proof spirits exported, but it failed. In 1749, Samuel Robeson, of Philadelphia, presented a petition stating that as the business of distilling spirits from grain, peaches, etc., had much increased in the province, it was found that the spirits had unwholesome qualities when distilled from copper worms, and that he had discovered a method of making pewter worms, but that the people generally preferring copper worms, he could not succeed in his business, wherefore he asked that measures should be taken as well for securing the health of the people as for his own encouragement. Prior to 1790, Philip Wager was conducting the rectifying and liquor business which early in the present century was under the management of Van Syckel & Garrison. This concern was succeeded by Van Syckel & Sons, who brought the business down to 1849, when Elijah Van Syckel retired, his interest having been purchased by William R. White, and the concern of White & Van Syckels was organized. In 1823, John Maitland established, at No. 408 South Street, a distillery for the manufacture of pure rye whiskey. The firm was Maitland & Young, and they were the first to discover the process by which a large increase of spirit could be obtained from the grain. Mr. Maitland withdrew in 1825–26, and in 1837, W. J. Maitland became a partner, under the style of

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Young & Maitland. This firm continued until 1847, when it was terminated by the death of Mr. Maitland, and Alexander Young became sole proprietor. Mr. Freedley says, "There are said to be (1868) over three hundred persons and firms engaged at this time in the distillation of whiskey from rye, molasses, etc., but, with one or two exceptions, their establishments are not sufficiently extensive to be called manufactories. Nearly all the houses which are engaged in producing whiskeys have their distilleries located outside of the city limits, and some of them in other States."

The late John Gibson commenced the liquor distilling business in 1840, and in 1856 erected the Gibsonton Mills distillery on the Monongahela River. After his death, in 1865, his son, Henry C. Gibson, assumed control, and associated with himself Andrew M. Moore and Joseph F. Sinnott, under the firm-name of John Gibson's Son & Co.

The distillery and rectifying establishment of Dougherty's Sons was founded in 1849 by John A. Dougherty, Sr., who had been engaged for many years previous in the distilling business on Spruce Street, and afterward on Shippen Street.

The following are some statistics of the business:

1860.	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Distillers and rectifiers...	39	$712,400	$1,171,516	136	$1,499,031
1870.					
Distillery products.					
Distillers proper.....	28	1,281,000	742,759	164	2,000,005
Alcohol, refined.....	3	270,000	515,000	20	640,250
Restorers of spirits.....	1	5,000	13,000	3	20,000
Rectifiers.....	12	300,000	950,000	130	1,250,000

A note to rectifiers on the census says, "No return of rectifiers was originally made, and this account embraces only a few leading establishments."

The estimate for distillery products of first and second distillations for 1875 was $4,000,000, and for rectifiers (not included as full manufacturers) $3,500,000. The tabular returns of Philadelphia industries for 1882 gives the following:

	No. Establishments.	Labor.	Product.
Distillers and rectifiers.....	8	67	$579,000

The manufacture of soap (common) and candles is carried on in 31 establishments in the city, while perfumed soap is manufactured in 7 other factories. Perfumery and pomades, a kindred industry to soap, are made in 20 workshops. These 58 establishments give employment to 851 men, and produce annually goods valued at $3,161,900. In the manufacture of soap the Dallett family of three generations were makers of fancy as well as common soaps, and of mould and dipped candles. The palm soaps produced by George M. Elkington more than half a century ago, as well as those made by his son, Lindley M. Elkington, at a later period, obtained and maintained a high degree of popularity. Alexander McConnell, in 1848, commenced the manufacture of soaps in the city, and his soap for fulling purposes, as well as his other soaps, tallow candles, sal-soda, and chemicals, soon gave him a flourishing business.

The manufacture of soap was begun in 1858 by I. Eavenson & Co., at 731 Hubble Street.

The Pennsylvania Soap-Works of McKeone, Van Haagen & Co. were established in 1854 on Callowhill Street, near Fairmount Park. They are of great extent and capacity, and are the largest in the State. The productions of the works include both family and fancy soaps, the two kinds being kept entirely distinct. The manufacture of perfumery is carried on usually with that of fancy soaps, and the articles produced in both of these lines in Philadelphia have effectually driven the foreign goods out of the American market. The factories of X. Bazin and of the Taylors and Wrights were among the largest in the world. The Glenn perfumery and toilet soaps were known to a former generation, having been established in 1832.

The statistics of this manufacture present the following growth:

In 1860:	No. Establishments.	Capital.	Raw Material.	Product.
Perfumery and fancy soaps.....	17	$483,500	$296,310	$712,500
Soap and candles.....	45	954,333	1,421,123	2,076,590
In 1867:				
Perfumery and fancy soap, estimated.....	...	.....	.....	850,000
Soap and candles, estimated.....	...	.....	.....	1,500,000
In 1870:				
Perfumery and perfumed soap..	22	580,000	296,041	879,595
Soap and candles.....	54	1,376,000	1,331,069	2,540,331
In 1875:				
All kinds of perfumery, estimated.....	...	.....	.....	1,125,000
All kinds of soaps.....	...	.....	.....	3,048,397
In 1880:				
Perfumery and cosmetics.....	35	1,648,000	366,934	1,159,198
Soap and candles	32	1,410,262	1,412,038	2,033,403

In 1882 perfumery and pomades were made in 20 establishments, employing 88 men, 98 women, 40 youths,—a total of 226 employés,—and producing annually a value of $491,300. Common soap and candles were produced from 31 establishments, employing 183 men, 38 women, and 32 youths,—a total of 253 employés,—the annual value of the products being $1,182,600; and perfumed soap was manufactured in seven establishments employing 248 men, 64 women, and 60 youths,—a total of 372 employés,—the annual value being $1,480,000.

The manufacture of oil for lubricating, illuminating, and other uses is extensively carried on in the city. Refined animal oil was produced in 1862 in 5 establishments, animal oil for lubricating in 6 establishments, mineral oil for lubricating in 5, mineral oil for illuminating in 12, and oils, vegetable, linseed, and rosin, in 5. These 33 establishments employ 3460 hands, and produced, in 1882, $10,985,002 worth of goods. In 1875 the production of refined petroleum oil and products was estimated at $3,500,000. In 1870 refined petroleum was produced to the value of $1,573,582, and there were engaged in the production of whale and fish oil two establishments, with a

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capital of $65,000, employing 10 hands and using $165,000 of raw material, the annual product amounting to $195,000; lard oil in 7 establishments, with capital amounting to $466,000, employing 46 hands and using $1,073,650 of raw material and producing $1,327,000; linseed oil in 4 establishments, with $520,000 of capital, employing 104 hands, using $424,275, and producing $649,390. In 1860 the value of oils manufactured amounted to $1,539,906, and in 1870 to $4,874,410. In 1882 the manufacture of oils was conducted as follows:

	No. Establishments.	Labor.	Value.
Oil, lard and refined	2	10	$75,000
Oil, animal, lubricating	6	61	403,102
Oil, animal, refined	5	150	682,000
Oil, mineral, illuminating	12	3147	9,379,000
Oil, mineral, lubricating	5	31	76,100
Oil, vegetable, linseed	4	62	399,800
Oil, vegetable, rosin	1	9	45,000
Total	35	3470	$11,050,002

The refining of sugar in the last century was a very different industry from that carried on at present. The sugar refined by Morgan, Douglass & Shaffer in 1797–98, at Nos. 54 and 56 North Third Street, would not stand comparison in quality and appearance with that produced by the processes and machinery of the present day. At that day there was a very considerable consumption of maple-sugar, half a ton of which was brought to Philadelphia from Stockport, on the Delaware, July 17, 1790, and mention is made of the arrival of a sloop with forty hogsheads of maple-sugar from the waters of the Susquehanna. These samples were regarded as equal to the best Muscovado. Edward & Isaac Pennington, sugar refiners, formerly of the West Indies, made loaf sugar from the maple-sugar. At that time the demand for sugars for the whole country was 42,000,000 pounds annually, and it was computed that the maple-trees of the country could supply that demand. Mr. Henry Drinker, Dr. Rush, and Tench Coxe jointly published a pamphlet detailing the utensils and process employed in the manufacture. To what extent the sugar refineries were successful at the beginning of the present century there are no data for determining. The admission of Louisiana, in 1812, with her 10,000,000 pounds of sugar production yearly, at once gave to cane-sugar the precedence over maple, and the latter ceased to be manufactured, except as a conserve, while the former became a leading article of consumption. Improvements in the refining followed, by which the quantity was increased and the quality greatly improved. The vegetable carbon used in 1805 was supplanted in 1811 by animal charcoal or bone-dust for discharging the color and impurities, and the vacuum-pan of Mr. Howard, of England, appeared next. With the increased quantity of sugar there came also memorials for its protection from competition with the foreign sugars. In 1831 there were 11 refineries in the city. The census of 1860 reports 8 refineries, with a capital of $1,546,000, using raw material valued at $5,472,700, employing 478 men, and producing annually $6,356,700. Mr. Freedley mentions in 1867, the houses of Fischer & Williams, Rogers & Mitchell, Harrison, Havemeyer & Co., which, with Davis, McKean & Co., successors to J. S. Lovering & Co., Newhall, Borie & Co., Taylor, Gillespie & Co., and E. C. Knight, constituted the principal firms then engaged in the business. The value of refined sugars the same author stated at $20,000,000 for 1866, and, including molasses, at $21,000,000. He estimated the capacity of the refineries equal to $30,000,000 annually, if constantly in operation. In 1870 there were 13 refineries, with $5,444,000 of capital, using raw material valued at $23,093,575, and producing annually $25,862,876. In 1880 there were 11 refineries, with an aggregate capital of $6,072,000, using raw material valued at $21,943,943, and producing an annual value of $24,294,929. The same 11 refineries in 1882 produced an annual value of $27,950,000, and employed 1789 hands.

The confectionery business is naturally associated with sugar. Some statements for different years are as follows:

Year.	No. of Establishments.	Capital.	Raw Material.	Product.
1860	89	$234,400	$312,663	$551,250
1870	138	762,050	842,221	1,933,972
1875. The estimated value was		.....	.....	3,500,000
1880	173	1,236,390	1,834,108	2,653,074
1882	204	.....	.....	5,345,650

The Grocers' Steam Sugar Refinery was established by B. H. Bartol and Alfred Kusenberg in 1859, on Passyunk Avenue. Alfred Kusenberg retired in 1864, and B. H. Bartol continued the business. This was the first house to manufacture sugar from molasses by the centrifugal process, as well as to make washed or high-grade sugars from molasses.

The Franklin Sugar Refinery was established in 1864 by Harrison, Havemeyer & Co., on the site of the first sugar refinery in the United States, which was conducted on the method existing in 1864. The location was on Vine, above Third Street. In 1875 the aggregate annual production of the works was 120,000,000 pounds of sugar, while the full capacity was 130,000,000 pounds.

The firm now occupies refineries covering 45,000 square feet of ground, bounded by Bainbridge, Swanson, and Almond Streets, and toward the river by Delaware Avenue. There is no larger or better-equipped refinery in the world, and the annual value of its product is over $15,000,000.

The packing of meats and fish was established prior to 1729; as among the acts passed by the Assembly during that year was one very long and minute "for more effectually to prevent unfair practices in the packing of beef and pork for exportation." It directed the size and material of casks; that they should be branded with the marks of the coopers who made them; and that the contents should be inspected, after which the casks should receive an inspector's brand

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representing a modification of the Penn arms. Under this act Nathaniel Griffiths was appointed inspector.

Before this law was passed a petition was sent to the Assembly by "divers merchants" of Philadelphia wherein they set forth certain evils which they supposed would ensue if the bill was passed in the shape proposed. This memorial was signed by Thomas Lawrence, George McAll, White & Taylor, Thomas Willing, Alexander Woodrop, Peter Lloyd, Isaac Norris, Jr., Thomas Sober, Peter Baynton, William Attwood, and James Tuthill.

Governor Keith, in 1725, recommended the encouragement of the fisheries, and for that purpose suggested that means should be taken, in concert with other provinces, to obtain such an explanation of an ancient act of Parliament allowing the importation of European salt into New England as would justify its application to Pennsylvania, the argument being used that under the name "New England," used at the time when the act was passed, all the North American colonies were included.

The Assembly concurred in these suggestions, and alluding to the great quantity of shad, herring, and sturgeon in the Delaware, and the cod and other valuable fish to be taken not far from the Capes, declared that they could not be profitably cured for the want of salt, which had to be brought from Boston at great expense. Fifty years later, in 1775, the scarcity of salt was very distressing, and, as the means of importation had nearly ceased, an attempt to manufacture it was thought proper. Thomas Savage proposed to the Assembly a plan to make sixty thousand bushels a year at the seashore. The works, he estimated, would cost £1200. The Rev. Henry M. Muhlenberg, of Reading, says in his diary, Nov. 8, 1776,—

"There is complaint upon complaint heard among the inhabitants in town and country. The finest salt, which before the war could be got for two shillings per bushel, has risen already to twenty-five shillings, and not easily gotten. A pair of shoes which cost seven shillings sixpence now cost fifteen shillings. A pound of butter which at its highest price was one shilling, now costs two shillings and two shillings sixpence. Wool three times as dear as before the war. Linen, which could be purchased for three shillings per yard, now costs nine to twelve shillings. A pound of meat which cost four to five pence now costs eight to ten pence. A cord of wood which used to cost £1 now costs £2, and flour is beginning to rise in price, because the last crop did not turn out well."

From these comparisons it appears that while other articles had doubled, trebled, or quadrupled in price, salt was more than twelvefold dearer, being of all articles that which had most increased in price.

The manufacturers of tobacco in the city addressed a petition to Congress in March, 1790, remonstrating against a proposition to lay a tax or duty "upon snuff and other manufactured tobacco." They said that in the city of Philadelphia alone there were 30 manufactories of tobacco erected, in which 300 persons—men and boys—were hired and maintained; and that snuff-mills recently invented, and driven by water-power, were in use. Soon after, steam was applied. Tobacco farms were not uncommon at that date in the neighborhood of the city. In 1794 the manufacturers of tobacco in the city petitioned Congress against the proposed excise on snuff and tobacco.

Mr. Freedley, in 1867, estimated the number of "places within the city where tobacco in some shape is sold" at "twenty-five hundred," and that the receipts of manufactured and leaf tobacco may be set down at 50,000,000 pounds per year. During 1865 over $1,000,000 worth of tobacco was manufactured in the city, and about $500,000 worth of cigars, and $250,000 worth of smoking tobacco. These facts, Mr. Freedley says, appear on the books of the Internal Revenue Department. But this statement merely approximates the exact state of the trade. The statistics of the census of 1870 show,—

	No. Establishments.	Capital.	Raw Material.	Product.
Cigars	389	$1,005,390	$872,953	$2,042,123
Snuff	3	43,000	27,500	72,622
Tobacco	9	137,750	57,111	207,610
In 1880:				
Tobacco — chewing, smoking, and snuff	4	$274,000	$288,351	$500,570
Cigars	473	1,268,465	1,085,525	2,617,725
In 1882:				
Tobacco manufacturers, packing	6	.....	.....	$485,000
Tobacco manufacturers, snuff	4	.....	.....	282,000
Tobacco manufacturers, cigars	490	.....	.....	3,164,000

In 1817 a man named Taskar originated the manufacture of plain and carved umbrella sticks in the borough of Frankford, in a building which was afterward used by the Frankford Dye-Works. Of this establishment Cherie Borie was the foreman, and when Taskar relinquished the business Borie succeeded, and commenced his operations at Rowlandville. In 1853, Edward Borie & Co. established a mill on Point Lane, and in 1854, Alexander Mackie was admitted, the style becoming Borie & Mackie. Five hundred thousand feet of maple plank were annually consumed in the establishments, shellac, drugs, alcohol to the value of $1000 per month, and 140 hands were employed. From 7000 to 8000 gross of umbrella sticks were made annually. The manufacture of umbrellas, parasols, etc., conducted by Wright Brothers & Co., was established in 1820 by four brothers, natives of Oxfordshire, England, who came to the United States in 1816. This is now believed to be the largest concern in the world engaged in the manufacture of umbrellas. The umbrella and parasol manufacture of Joseph Fussel & Sons was commenced in 1835, by Lucas Gillingham, at Market and Fourth Streets. The umbrella frame manufacture was commenced by George W. Carr in 1842. In 1857, Samuel Warren was admitted as a partner, and the business was removed in 1862 to larger accommodations, at Twelfth and Noble Streets. In 1870, George W. Moore was admitted to the concern.

The statistics of this industry from 1860 to 1882 are as follows:

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Year.	No. of Establishments.	Capital.	Raw Material.	Labor.	Products.
1860	21	$602,952	$741,945	421	$1,207,300
1867	...	.....	.....	.....	1,250,000
1870	28	1,288,882	1,272,050	430	2,525,476
1875	...	.....	.....	.....	3,250,000
1880	28	1,368,900	1,777,364	1777	2,804,874
1882	42	.....	.....	2210	3,562,450

In 1795 there were 11 extensive brush manufactories in Philadelphia; in 1860 there were 31, with a capital of $206,400, and an annual product of $415,034; in 1870, 38 establishments, with a capital of $325,114, made an annual product of $452,093; while brooms were manufactured in 18 establishments, with $155,000 capital and an annual product valued at $574,570. These industries were, in the census of 1880, combined under "brooms and brushes" in 60 establishments, having $447,884 of capital and an annual product of $792,179. The industrial returns of 1882 reported brooms and whisks made by 47 establishments, whose annual product was $789,701, and brushes of all kinds in 29 establishments, with an annual product of $825,093.

Blacking and ink, though totally different in their uses, are sometimes conjoined in their manufacture. The census of 1860 reported "blacking and ink" as made in 9 establishments, whose capital was $184,000, the raw material used was valued at $169,665, the persons employed numbered 162, and the product was valued at $265,380. These industries were separated in the census of 1870, as follows:

	No. of Establishments.	Capital.	Raw Material.	Labor.	Product.
Lampblack	4	$183,000	$85,360	36	$117,700
Blacking	8	140,500	279,137	104	455,572
Ink, printers'	4	118,000	142,113	46	219,120
" writing	5	28,300	10,823	30	32,800
In 1880:					
Blacking	4	175,000	220,061	144	479,446
Ink	11	395,800	168,175	114	358,050
In 1882:					
Blacking for leather	4	.....	.....	154	431,200
" " stoves	6	.....	.....	45	68,800
Ink, printers'	8	.....	.....	84	345,000
" writing	9	.....	.....	49	82,500

The wood- and willow-ware manufacture from 1860 to 1882 is reported as follows:

In 1860:	No. of Estab.	Capital.	Raw Material.	Labor.	Product.
Wooden tools	26	$34,250	$25,694	115	$84,415
Wood turners	44	168,400	121,506	300	313,613
In 1870:					
Wood turners	35	161,502	88,239	315	370,330
Wood mouldings	12	212,000	243,161	333	655 343
Wood carvings	13	16,075	9,350	43	39,450
Wood and willow	12	10,200	4,896	22	16,628
Wood vats	4	30,000	29,530	29	68,800
Wood handlooms	3	6,000	1,500	10	20,000
Wood kindling	5	33,900	23,230	20	41,950
In 1881:					
Wood, turned and carved	31	170,950	108,743	367	280,652
Wooden-ware	8	196,000	49,560	86	112,315
In 1882:					
Wood and willow-ware	18	.....	.....	147	235,500
Wood turners and carvers	24	.....	.....	168	230,300

It is probable that among the Dutch settlers of Pennsylvania were some who practiced tanning skins in a rude fashion. They imitated the aborigines in dress, using skins for clothing and moccasins for covering their feet, and utilizing for both purposes the skins of wolves, bears, elk, and buffalo.[1]

The Swedes who succeeded the Dutch, and supplied the Swedish West India Company with neat cattle, are believed to have tanned their own leather and made their own shoes. It is established by Penn's letters that, in 1683, their "tannery was well supplied with bark." Tanners could purchase raw hides at three halfpence per pound, and sell their leather at twelve cents per pound. Curriers received 3*s.* 4*d.* a hide for dressing leather, and paid 20*d.* a gallon for oil. In 1699 the tan-yards of William Hudson and Mr. Lambert were on Dock Creek, and by 1739 four more had been established on that waterway. After the creek had been filled in tanneries were continued on Third Street, near the Girard Bank. The law of 1700 prohibited exportation of leather, and the restriction was renewed by an act of 1704. Upon the petition of the shoemakers, saddlers, and others engaged in the working of leather, and in view of the importance of this business, the Legislature, in 1721, passed the "Act for the Well Tanning and Currying of Leather, and Regulating of Cordwainers and other Artificers using and occupying Leather within this Province." This act provided that leather insufficiently tanned should be forfeited; that no tanner should be allowed to be a currier or cordwainer; that no persons but tanners should be allowed to buy raw hides or calf-skins in the hair, except for the private use of the party so purchasing, or for the necessary use of ships going to sea. The exportation of hides to any other place but New Jersey, and the counties of New Castle, Kent, and Sussex, was prohibited. The tanners were restricted from selling leather at more than 9*d.* per pound. Shoemakers were liable to a penalty for making boots, shoes, or slippers for sale from any but well-made and curried leather, and sufficiently sewed with good thread, "well twisted and made and waxed." It was an offense to mingle the leathers, being part neats-leather and part calves-leather, or to put sheep-skin, bull-hide, or horse-hide into the upper leathers of shoes or slippers. Shoemakers were allowed 6*s.* and 6*d.* for a pair of well-made men's shoes, and 5*s.* for a pair of women's shoes, and proportionately for lower sizes, the rates to be fixed by the mayor and aldermen of the city of Philadelphia, in their courts of record, and by the Courts of Quarter Sessions of the various counties. Searchers and triers of leather were also directed to be appointed to carry out the intention of the act.

In 1718 the tailors and cordwainers petitioned that they might be incorporated in companies, as was usual in English towns. The following order was made on the subject:

[1] "A good glover with some onely of our own Elk skins maketh the best Buffe coat, our own Stag and Deer skins makes best gentile and soldier clothes fittest for our woods; a Doe skin breeches with the fur inside, in our short winter, is better than two broadclothes and warmer so we need no English clothes."—*Plantagenet: New Albion*, p. 31.

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"*Whereas*, the severall trades or manufactors within the City complain that notwithstanding their taking out of their ffreedoms, severall strangers are daily comeing into and settling therein not Qualified to exercise theire traydes, whereby great damage accrues not only to the said traders themselves but to the Publick. And whereas severall of the said manufactors have peticoned to be incorporated the better to serve ye Publick in theire severall capacities; it is therefore ordered that such of the Trades or manufactors aforesaid as desire to be soe incorporated doe with all Expedicon advise with councill learned in the lawe, and procure a draught of an Ordinance for that purpose, such as may be consonal agreeable to the Laws of England & this Govermt & for ye publick good, and lay ye same before the next Council."[1]

In March, 1755, a contest arose before the Assembly between the cordwainers of the city and the tanners, during which the latter were accused of sundry malpractices, very much to the injury of the disciples of St. Crispin. The cordwainers declared that the exportation of leather from the province raised the home price of that article, and that the tanners, taking advantage thereof, used entirely too much lime in tanning, so as to render the process quick, which made the leather weak and unserviceable; that they did not properly scour the skins, and that they sold their leather by weight when damp, greatly to the injury of the cordwainers, as well as to the injury of the public. The latter, indeed, in many instances, on account of the badness of the leather in Philadelphia, sent to Europe for their shoes, whereby the cordwainer trade had declined and a number of industrious families of the province had been reduced to distress. The tanners made a prompt reply, denying that any great quantities of leather had been exported; that they had only asked high prices for their leather because the cordwainers showed a disposition to purchase leather from Carolina at greater prices than they would have to pay for that which was made in Pennsylvania. The cordwainers were also charged with wrong conduct, purposely buying bad leather from foreigners, with using bad thread, and with careless sewing. The House allowed these parties to state their respective grievances, but took no action in the matter.

Parchment was made in Philadelphia by Robert Wood, Fifth Street, below Walnut, in 1772, in which year was passed another "Act to Prevent Frauds and Abuses in the Manufacture of Leather." The exports of leather for this year amounted to 25,970 pounds, and in the two following years to 40,725 and 31,696, respectively. The manufacture of fancy leathers, in imitation of Turkey and morocco, began in Philadelphia immediately after their introduction in England in 1783. This business, ever since its establishment, has been a prominent one in this city, where the manufacture of morocco is more extensively carried on now than in any other city of the Union.

The Pennsylvania Society for the Encouragement of Manufactures and Useful Arts was established in Philadelphia in 1787, and the following year Tench Coxe and John Kaign were appointed a committee to inquire into the process of coloring leather as practiced in Turkey and Morocco. They reported that the business had been attempted by two manufacturers in the city, by whom it was then carried on; but they were informed that the method of fixing the colors had not yet been obtained. Soon afterward Mr. Philippi, an American, communicated to the society the process for dyeing leather red and yellow, and was rewarded with £100 sterling and the gold medal of the society. This early process is described by Secretary C. Wistar, Dec. 24, 1788, in the *Pennsylvania Packet and Daily Advertiser* for Jan. 13, 1789. In 1790, in the article of shoe-leather, it was a matter for felicitation that it was supposed 400,000 pairs of boots, shoes, gaiters, clogs, and galoches were made in the State. In the Federal procession in 1768, 600 shoemakers of Philadelphia took part. At the beginning of the present century this city had become one of the principal seats of the shoe and leather manufacture of the country.

The blockade established by the navy of England in the war of 1812–15, cut off the importation of skins, and compelled the use of domestic sheep-skins. In 1817, John Gamble came to this city from England at the time when Hugh Doyle, Adam Smith, and Jacob Hummel were finishing native sheep-skins. They were located at Cohocksink Creek, on Third Street, below Girard Avenue. In 1818, John Gamble commenced the tanning of sheep-skins at the "High Bridge," over the Conshohocken Creek, corner of Laurel Street and Frankford road. In 1819, Gamble began the manufacture of goat morocco, and soon after Doyle, Smith & Hummel went into the business with goat-skins. Doyle associated William McNeely, his workman, with himself, and the business was continued at the same place. Hummel continued the business also for years, and his sons succeeded to the business, and now conduct it under the style of J. M. Hummel & Sons. The sons of Adam Smith succeeded to their father's business, the style now being E. A. Smith & Bros.

The apprentices of the firms mentioned were, with few exceptions, the men who followed their masters in the business. William Amer established his factory in 1832, at the northwest corner of Dilwyn and Willow Streets, and in 1844 built the present factory at Third and Willow Streets, which is operated by the firm of William Amer & Co. David Cloud, Christian Shorday, Fidell Fisher, Christian Bockius, George Adler, and William W. Adams entered into the trade between 1832 and 1844. In 1860 the census returns showed $4,000,000 as the morocco product of the country, of which Philadelphia was credited with $1,727,486.

The tanneries that dot the State of Pennsylvania have been compared in number to the old-fashioned

[1] In No. 17 of the *American Weekly*, April 23, 1719, published in Philadelphia, the following advertisement appeared: "These are to give notice that Matthew Cowley, a skinner by trade, is removed from Chestnut Street to Walnut Street, near the bridge, where all persons may have their buck and doe skins dressed. He also can furnish you with bindings."

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water grist-mills and country taverns, and their products naturally find in Philadelphia their principal market. The manufacture of calf-skin leather of a most superior quality has been long carried on in Philadelphia, one of her manufacturers taking the prize medal at the World's Exhibiton in 1851. Deer-skins, for gloves, suspenders, etc., are largely manufactured into leather, while parchment, chamois-leather, and other productions of sheep- and lambs-skins are made in the city.

Patent iron-bound boots and shoes were manufactured in Philadelphia by Mr. John Bedford in 1807, by a process claimed to be a saving of three-fourths the labor, and of one-half the leather required by the common method, accompanied by greater durability. He continued the manufacture for many years, and subsequently patented a process of nailing on the soles of boots and shoes. Mr. Bedford commenced business soon after the close of the Revolution in the old Anthony house, which once graced the northeast corner of Gray's Alley [Gatzmer Street] and Second Street, and afterward moved to the southeast corner of Taylor's Alley [Inglis Street] and Second Street. Many years after that he gave up the retail department and opened a wholesale boot- and shoe-warehouse on Market Street, near Ninth, where he continued until his death. He was a very honorable, industrious, and successful tradesman, and the father-in-law of the late Samuel L. Shober, the well-known merchant.

The boot and shoe establishment of Thomas Miles & Son was founded in 1818, and at the start occupied a small two-storied house in South Front Street, where it is said Franklin first met his wife. The original capital was $500, and only four or five workmen were necessary. Before the introduction of machinery the concern employed from 350 to 400 workmen and 50 to 60 workwomen. Philadelphia is to-day one of the chief seats of the manufacture of boots and shoes, particularly of fine goods. In 1860 there were 701 establishments engaged in the business, with a capital of $1,730,815, using raw material of the value of $1,912,657, employing 8434 hands, and producing an annual value of $5,329,887. In 1870 there were 845 establishments, with $3,879,381 of capital. The raw material was valued at $4,467,914, and the annual production at $10,669,343. The estimate of value made by Mr. Blodget for 1875 was $18,000,000. The census of 1880 enumerated 581 establishments, with a capital of $2,970,190, raw material valued at $4,819,017, and the annual production at $9,034,496. The tabular summary of Philadelphia industries for 1882 gives the following:

	No. Establishments.	Labor.	Value of Product.
Boots and shoes	996	10,016	$12,493,800
Boot and shoe uppers	17	133	149,500
Boot and shoe findings	7	20	24,300
Boot and shoe cut stock	2	24	43,200
Boot and shoe tools, not knives	2	5	6,000
Totals	1024	10,198	$12,516,800

John Mundell, one of the leading representative boot and shoe merchants of this city, was born in 1829, in the town of Moneymore, County Derry, Ireland. He is the son of a shoemaker, and when but fourteen years of age left home to strike out in the world for himself, with a capital of some four or five dollars. Making his way to Belfast, the mate of a ship about to sail for New York concealed him on board, and he became such a favorite with the officers that he remained on the vessel as cabin-boy, and learned to be an able seaman. In a trip from St. John's, New Brunswick, to New York, in November, 1846, on the brig "Lady Napier," his hands were so frozen that he could not reship for Europe. The apparent calamity actually saved his life, as on the next voyage the vessel was lost with all on board. On recovering the use of his hands he shipped in a schooner carrying provisions to the United States army in Mexico. He arrived in Philadelphia, April 1, 1847, penniless, and as his only resource went to work at a shad-fishery on Crum Creek, near Chester. Shortly afterward he met at Ridley Park a fellow-townsman from Moneymore, who had served his time as a shoemaker with his father. This friend offered to teach Mundell to do some part of the work, and in four weeks, with the knowledge he had received at home, he was able to make a good shoe. He was employed at the government shoe-shops in the Schuylkill Arsenal, and in 1848 he began business on his own account on a modest basis. In 1855 he began manufacturing for Joseph H. Thompson & Co. a special shoe for the Southern trade, and when the opening of the civil war wrecked that firm he found himself with $10,000 worth of these goods on hand. Raising money upon them, he bid for government contracts for army shoes. His first contract was for 4000 pairs at $1.75 per pair, which was renewed at $2.10 per pair on account of the advance in price of leather, and this was followed by a contract for 20,000 pairs, on which the workmen received an advance of fifteen cents a pair. The advent of the McKay sewing-machine in 1863, and the strike of the Philadelphia shoemakers, caused many contracts to go to Eastern manufacturers; but Mr. Mundell continued to deliver the hand-made standard shoe with the utmost regularity, and at the end of the war the inspector-general complimented him upon having furnished the best shoes supplied the army. For three years he and Samuel M. Duffield were in partnership in the leather and shoe-finding business at No. 14 South Fourth Street.

In 1870 was formed the present house of John Mundell & Co., the junior member of which is E. F. Partridge. In 1872 the firm made, at the request of the government, a standard boot and shoe, the soles fastened by brass screws instead of being sewed. These were sent to troops on the western outposts, so that they might be tested by the roughest service, and the reports all spoke so favorably of them that they were adopted as the regulation shoe. The patent

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John Mundell

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of the machine by which the soles were fastened to the uppers was purchased by Mr. Mundell from the executors of Howe, the sewing-machine inventor, and after having been improved by Charles Tyson, it was sold to the organization now known as the Standard Sewing Machine Company. The business of the firm extended to such proportions that the Fourth Street establishment could not contain it, and in 1877 it was removed to its present location at the southeast corner of Thirteenth and Cherry Streets, where there are facilities for manufacturing thirty thousand pairs of misses' and children's shoes weekly. Mr. Mundell employs about 700 hands. Some of them have been with him thirty-five years, and their children have grown into manhood and womanhood in his shops. In this case, at least, the relations between labor and capital are most amicable, as might be judged from the views which Mr. Mundell holds. "Let all," he has said, "who employ people look into the grievances of their employés, for in a great many instances, to my knowledge, the employés are right; but many, instead of listening to the workmen's complaint, give them the cold shoulder, which they are apt to resent, and this brings about strikes and lock-outs." One of Mr. Mundell's daughters is the wife of Rev. Thomas P. Hutchinson, rector of Calvary Protestant Episcopal Church, in West Philadelphia; another daughter is married to George T. Smith, lawyer, and the third daughter is unmarried. His sons, John and James, are engaged in the firm, but not as partners. The business for the twelve months between April, 1883, and April, 1884, was $1,200,000 of children's and misses' shoes manufactured and sold.

The manufacture of saddlery, harness, whips, trunks, etc., is conducted by many establishments, whose work has won for the city a reputation equal to that of any other. The prize medal awarded at London in 1851 was a recognition of the superiority of Philadelphia-made harness.

In 1860 the statistics of these trades were:

	No. Establishments.	Capital.	Labor.	Raw Material.	Product.
Saddle and harness	79	$394,760	718	$417,536	$959,786
Trunks and carpet-bags	20	70,570	175	67,680	213,750
Whips and canes	7	68,541	72	43,815	68,700
Totals	106	$533,881	965	$529,030	$1,242,236
In 1870:					
Harness- and saddle-makers	65	$544,050	402	$457,732	$914,568
Harness mountings	3	9,500	18	6,195	30,000
Hame-makers	3	34,000	25	10,774	28,350
Horse-collars	4	29,500	25	33,225	66,250
Saddle-trees	1	25,000	43	16,150	38,588
Trunks	22	115,775	154	169,616	335,477
Whips and canes	12	58,006	40	13,827	44,658
Totals	110	$815,831	707	$707,543	$1,457,891
In 1880:					
Saddlery and harness	116	$333,964	446	$369,038	$729,299
Whips	5	23,500	29	13,200	44,000
Totals	121	$357,464	475	$382,238	$773,299

The tabular returns of Philadelphia industries in 1882 give these industries as follows:

	No. Establishments.	Labor.	Value of Product.
Hames, wood and iron	3	14	$28,000
Harness and saddlery	143	341	838,050
Trunks and valises	26	413	423,000
Whips and canes	13	33	45,100
Totals	185	801	$1,334,150

The census returns are as follows:

In 1860:	No. Establishments.	Capital.	Labor.	Raw Material.	Product.
Leather in all forms	84	$1,948,450	1326	$2,661,304	$4,022,858
In 1870:					
Leather and skins.					
Dry salters	4	$90,000	22	$245,544	$18,500
Skin-dressers	4	221,000	182	464,864	541,800
Currriers	21	292,100	85	540,814	721,880
Tanners' sole and upper	9	496,000	78	396,600	523,460
Calf-skin manufacture	9	218,000	168	360,440	574,[illegible]43
Glove, kid, and deer-skin	3	24,000	15	19,176	35,682
Morocco (pure goat)	23	789,950	736	1,536,036	2,307,113
Fancy linings, etc	14	461,928	406	524,130	1,133,568
Total leather in all forms	87	$2,502,978	1570	$4,060,615	$6,264,046

The estimated production of leather in all forms for 1875 was stated by Mr. Blodget at $8,838,158.

In 1880:	No. Establishments.	Capital.	Labor.	Raw Material.	Product.
Leather, curried	22	$251,640	126	$760,037	$907,552
" dressed skins	54	2,584,447	2258	4,895,342	6,741,796
" tanned	6	440,165	47	231,725	308,970

The tabular returns of Philadelphia industries in 1882 give the following statistics of the leather industries:

	No. Establishments.	Labor.	Value of Product.
Leather, hides cleaned, etc	6	54	$486,000
" curriers	16	145	939,000
" sole and belting	3	53	209,000
" morocco	46	2562	7,062,184
" calf, kid, and glove-kid	19	441	1,380,000
" sheep and fancy	9	134	370,500
" for whips and ball-covers	1	7	10,500
Totals	100	3386	$10,457,184

The spinnet, the harpsichord, and the piano-forte are the regular gradations through which modern music has worked its way to the present perfection of instruments. Who was the first maker of these instruments in the city? In 1775 we hear of the manufacture of an instrument probably unknown before that time in Philadelphia. It was made by John Behrent, joiner, Third Street, opposite Coats' burying-ground, below Brown Street, who advertised that he "had just finished an extraordinary instrument by the name of piano-forte, of mahogany, in the manner of a harpsichord, with hammers and several changes." James Julian, Fourth and Arch Streets, in 1785, announced "the great American piano-forte, of his own invention." We doubt whether any earlier instances of piano-forte making can be shown in the United States, and these are given by Bishop, "History of American Manufactures," as the first. James Julian, in 1785, and Charles Taws, about 1789–90, were manufacturers of these instruments, and one made by Taws is mentioned by a modern writer, who says that it "in comparison with the productions of the Steinways and Chickerings, would seem a very diminutive affair. Mr. Taws at one time was connected with the elder Astor in the business of importing pianos, and also was of some note as a builder of organs, which business, like the piano manufacture, he was among the

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earliest, if not the first, to introduce into the United States. One or two of Mr. Taws' sons inherited their father's musical ability, and became, for their day, professors of some standing."

About 1793, G. E. Blake came over from England and settled in Philadelphia, and began to make pianos in this city, and teach the flute and clarionet over Aitken's music-store, on South Third Street, where he was threatened by Quakers with the prison, if he did not stop teaching their boys to blow the clarionet. Charles Albright was a musical instrument maker at 95 Vine Street, in 1796, and a piano of date "1787, maker, Charles Albright," is mentioned as in the possession of a correspondent of one of the papers of the city.

In 1800, English pianos, made by Longman, Clementi, Houston, Poland, and others, were advertised for sale by Charles Taws, who, in this manufacture, was one of the first in the city to bring that industry into the proportions of a regular avocation. His son, John B. Taws, succeeded to the business in 1824. The "grand portable piano" of John J. Hawkins, and his "Claviol," are mentioned among the new instruments in the early part of the century. The partnership of Thomas Loud Evenden, an Englishman, with Joshua Baker, in 1810, was dissolved in 1812, and the former united with his son, Thomas Loud Evenden, under the style of Thomas L. Evenden & Son, at Fifth and Prime Streets, where they claimed superiority for their pianos over any of English or foreign make, and they "confidently challenge any huckster in the city, who has the arrogance to call himself an importer, to disprove the assertion." This was pointed at Charles Taws, whose recent advertisement had mentioned an importation from Clementi & Co., London, of "elegant and fine-toned pianos." The result was a very bitter controversy, which became highly personal.

In 1817 the Evendens dropped their name of Evenden, and henceforth were known by that of Loud, announcing their partnership as that of Thomas & John Loud, which, in 1825, became Loud Brothers, and was composed of John, Thomas, & Philologus Loud. Charles Pommer, in 1824, at 106 North Third Street, was a manufacturer of upright and square pianos.

"James Stewart, from London, late of Baltimore, inventor of the harmonic piano-forte," gave notice in June, 1819, that he had opened his piano-forte room at No. 70 South Fourth Street. In December of the same year, Thomas Stewart took charge of the warerooms, which were removed from No. 70 South Fourth Street to No. 3 Cypress Alley, where the business was superintended by James Stewart, the inventor of the harmonic piano-forte. In 1820 this arrangement continued. Stewart & Co., in 1822, greatly lauded the detached sounding-board, and other arrangements which they had introduced into the piano-forte. F. R. Burkhardt, about the year 1821, commenced the manufacture of pianos according to the German and English construction, at No. 83 North Fifth Street. The German pianos had four pedals. In 1825, Burkhardt's factory was located at No. 95 South Second Street.

Conrad Meyer, a native of Marburg, Hesse-Cassel, Germany, where he was born in 1793, came to the United States in 1819, having been twice shipwrecked on his way. He landed in Baltimore, and commenced to work in a piano-manufacturing establishment in that city, where he remained three years or more. He came to Philadelphia in February, 1823, and commenced the manufacture of piano-fortes at No. 160 South Front Street, between Dock and Spruce Streets. Subsequently he removed to Front and Callowhill Streets. Mr. Meyer, in 1832, invented the solid cast-iron plate-frame for pianos, the first application of that method of stringing to the instrument.

Emilius N. Scherr announced, in June, 1824, that he had just finished an upright piano, of fine tone and workmanship. In January, 1825, one of his advertisements stated that he had finished, at No. 264 Market Street, a six-octave upright piano of excellent tone. He finished also an organ with six stops, which was probably the one sold to the Moravian Church on Race Street.

John Lowe commenced business as an organ-builder, "near No. 107 South Seventh Street," in 1804. One of his first works was the organ in Peale's Museum. Lowe built the grand organ for Zion Lutheran Church, at Fourth and Cherry Streets, in 1811. It was considered, when finished, the finest musical instrument in use in the United States. Lowe was succeeded by Thomas S. Hall, who took possession of his factory on old York road, near the first turnpike gate, where he made, repaired, and tuned, in the year 1816, church, chamber, finger, and barrel-organs of every description. John Shermer was the builder of an organ with four stops, for the Moravians, in 1809, which cost four hundred dollars.

In the year 1824 the professional organists of Philadelphia were Benjamin Carr, at St. Peter's and Trinity Protestant Episcopal Churches; Thomas Carr, at Christ Protestant Episcopal Church; Benjamin Cross, at St. Augustine's Roman Catholic Church; and H. W. Darley, at St. Stephen's Protestant Episcopal Church.

The local manufacturers had to contend with a strong opposition among the importers of musical instruments, and against a prejudice in the minds of people in favor of foreign productions. Piano-fortes were imported during all this time in considerable quantities, and found ready sale. Merchants engaged in the English trade occasionally brought over one or two pianos as a venture, together with their other goods of a miscellaneous character, and managed to dispose of them. The regular music-stores made the sale of musical instruments a part of their business, the demand for

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sheet and engraved music scarcely being sufficient to maintain them.

The first music-store established in Philadelphia was that of George Willig. He was a native of Germany, and as early as 1794 kept a music-store at No. 185 Market Street. He published the *Musical Magazine.* He afterward removed to Fourth Street, below Market, and subsequently to the building partly occupied by Sully & Earle's gallery, on Chestnut Street, above Fifth, on the north side. Willig made a specialty of the sale of piano-fortes. The next music-store was established by George E. Blake, who called himself a musical-instrument maker and keeper of a circulating library, as early as 1803, when he was established in the Cook building, at the southeast corner of Third and Market Streets. He removed to No. 13 South Fifth Street, near Chestnut, about the year 1814–15, and remained there until the time of his death, Feb. 23, 1871. In 1813, Allyn Bacon, afterward of the firm of Bacon & Hart, was the proprietor of a music-store at No. 11 South Fourth Street,—the north end of the building previously known as the old Indian Queen Hotel. Abraham L. Hart was partner with Allyn Bacon. He afterward kept a music-store on his own account at No. 30 South Fourth Street. John G. Klemm and —— Klemm, sons of a firm of manufacturers and musical vendors in Germany, established themselves as importers of musical instruments about 1818, at No. 1 North Fourth Street. This firm was dissolved in 1823, and John G. Klemm bought out at that time the stock of music and plates of Bacon & Hart, and removed his store to No. 3 South Third Street, where it remained until about 1825–26, when he removed to No. 287½ Market Street.

Ben: Cross.

George Schetky, the musician, turned his attention to the importation of pianos about 1819. He dealt in grand harmonic, cabinet, and square pianos, which were made by Wornum, of London. He lived at No. 71 Locust Street, where he had his pianos for sale. He died Feb. 10, 1825. J. S. Richardson, from London, opened a new music-store on Chestnut Street, a few doors below Second, in 1817, which remained there for a short time only. George Catlin commenced the manufacturing and repairing of musical instruments at No. 211 Arch Street, above Eighth, in 1816. He seemed to be a man of all work, and was skillful with any kind of musical instrument. He professed himself able to make or to mend organs, piano-fortes, harps, double-bass violins, violoncellos, violins, guitars, lutes, clarionets, and flutes. Catlin then had twenty years' experience, and added to his advertisement, "We tune all kinds of instruments."

Among the early music-teachers in Philadelphia, Benjamin Cross ranked with the foremost. He was born in this city on the 15th of September, 1786, of Scotch descent. He was educated at the University of Pennsylvania, and began his musical career about 1810. It was in June of that year he made his first appearance, the occasion being a grand oratorio at St. Augustine's Church, given under the direction of Benjamin Carr. He was busily engaged with nearly all the musical performances of that day. Many works in musical collections at the beginning of this century exhibit Mr. Cross as occupying a very high position. He was also eminently successful as a professor of the piano and singing. His "Mariner's Glee" received from the Philharmonic Society the award of a silver medal. He died March 1, 1857. His principal efforts in behalf of music were made in connection with the Musical Fund Society.

The Musical Fund Society, established in 1820, had for its objects "the relief of decayed musicians, and the cultivation of skill and diffusion of taste in music." Previous to the institution of this society, several others had been formed for the performance of concerted music, solos, etc. The oldest was the Harmonic Society, which existed some time previous to the present century, and continued to the year 1802 or 1803. Various other societies for the same purpose had existed, among them the Apollonian, the Euterpean, the St. Cecilia, the Sacred Music, the Handel, the Anacreontic, and the Philharmonic. In 1816 Mr. C. Hupfeld formed a society for the practice of instrumental music. The difficulty of keeping a sufficient number together, in a mere band, suggested the propriety of forming a society, not merely for the per-

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formance of concerted music, but for the creation of a fund for the relief of decayed musicians and their families. Among its most prominent founders were Benjamin Carr, Benjamin Cross, the Louds, C. Hupfeld, and Mr. Schetky. Benjamin Cross was at this time closely identified with the progress of music in Philadelphia, and was known as an organist of exceptional power and culture. For many years he was the organist of St. Augustine's Church, and outside of that professional duty he took an enthusiastic interest in popularizing a knowledge of and love for good music. He assisted in the foundation of several musical societies, and was among their most active members.

The musical instruments made at present in the city are chiefly organs, piano-fortes, melodeons, accordions, violins, flutes, guitars, and band instruments.

These instruments, in 1860, were manufactured as follows:

	No. of Establishments.	Capital.	Raw Material.	Labor.	Product.
Pianos and accordions	15	$200,500	$83,196	272	$440,900
Other than pianos and accordions	7	31,000	14,630	27	37,750
Music publishers	3	25,000	13,800	20	28,000
In 1875:					
Musical instruments, small	9	24,000	6,939	18	32,225
Organs	5	38,500	11,318	47	53,513
Pianos	9	343,000	176,800	298	492,400
Piano movements	2	2,000	1,210	3	7,600
Music publishers	6	270,500	84,000	37	229,500

In 1875, it was estimated that the manufacture of musical instruments in that year would exceed that of 1870 by thirty per cent., and amount to $761,459.

In 1880:

	No. of Establishments.	Capital.	Raw Material.	Labor.	Product.
Musical instruments, and materials not specified	6	$16,200	$7,180	23	$29,500
Organs and materials	8	38,000	8,340	45	32,164
Pianos and materials	5	169,500	81,145	154	217,924

The tabular summary of Philadelphia productions for 1882 gives the following:

	No. of Establishments.	Labor.	Product.
Music printers and publishers	5	77	$154,000
Music typographers	2	24	43,200
Pianos and organs	9	252	615,000
Brass and other instruments	31	206	238,660

In 1882, the manufacture of musical instruments was as follows:

	No. of Establishments.	Labor.	Product.
Church organs	4	18	$35,000
Pianos	5	232	580,000
Brass and other instruments	31	202	238,600

The earliest buildings of the colonists were "huts," which were—

"generally thirty feet long and eighteen feet broad, with a partition near the middle, and another to divide one end of the house into two small rooms. For this use they took eight trees of about sixteen inches square, cut off about ten posts of about fifteen feet long, upon which the house stood, and four pieces, two of twenty and two of eighteen feet long, for plates to lay atop of these posts. They had ten giests (joists) of twenty feet long to bear the lofts, and two false plates of thirty feet long to lie on the end of the giests for the rafters to be fixed upon. There were twelve pairs of rafters of about twenty feet to bear the roof of the house, with wind beams, braces, studs, etc. They used clapboard for the covering of the house, ends and sides for the loft; this clapboard is made feather-edged, five and a half feet long if well drawn, lies close and smooth. They lined the lodging-rooms with it, and filled it up between, which made it very warm. The lower floor was earth, the upper clapboard. But these mean dwellings served only till the Pennsylvanians were settled a little. And then, having felled their trees, cleared and cultivated their ground, raised stocks, and planted a great part of their purchases, they began to leave their cottages for stately as well as convenient houses, and to imitate the inhabitants of the other colonies in the grandeur of their buildings."

Robert Turner's letter of the 3d of the Sixth month (August), 1685, gives the following account of the progress in building:

"Now as to the Town of PHILADELPHIA it goeth on in Planting and Building to *admiration*, both in the front & backward, and there are about 600 Houses in 3 years time. And since I built my *Brick House*, the foundation of which was laid at thy going, which I did design after a good manner to incourage others, and that from building with Wood, it being the first, many take example, and some that built Wooden Houses, are sorry for it: Brick building is said to be *as cheap*: Bricks are exceeding good, and better than when I built: More Makers fallen in, and *Bricks cheaper*, they were before at 16 s. English per 1000, and now many *brave Brick houses are going up*, with good Cellars. *Arthur Cook* is building him a brave Brick House near *William Frampton's*, on the front; For *William Frampton* hath since built *a good Brick house, by his Brew house and Bake house*, and let the other for an ordinary. *John Wheeler*, from *New England*, is building *a good Brick house*, by the *Blue Anchor*; and the two Brickmakers *a Double Brick* House and Cellars; besides several others going on: *Samuel Carpenter* has built *another* house by his. I am building *another Brick* house by mine, which is three large Stories high, besides a good large Brick Cellar under it, of two Bricks and a half thickness in the wall, and the next story half under Ground, the Cellar hath an Arched Door (for a *Vault* to go under the Street) to the River, and so to bring in goods, or deliver out. *Humphery Murry*, from *New York*, has built a large Timber house, with Brick Chimnies. *John Test* has almost finished a *good Brick* House, and a Bake House of Timber; and *N. Allen* a good house, next to *Thomas Wynns*, front Lot. *John Day* a good house, after the *London* fashion, most Brick, with a large frame of Wood, in the front, for Shop Windows; all these have *Balconies*.[1] *Thomas Smith* and *Daniel Pege* are Partners, and set to making of *Brick* this Year, and they are very good; also, *Pastorus*, the *German* Friend, Agent for the *Company at Frankford*, with his *Dutch* People, are preparing to *make Brick* next year. *Samuel Carpenter*, is our *Lime Burner* on his Wharf. *Brave* LIME STONE found here, as the Workmen say, being proved. We build most Houses with *Balconies*. *Lots are much desir'd in the Town, great buying one of another*. We are now laying the foundation of *a large plain Brick house*, for a Meeting House, in the Center, (sixty foot long, and about forty foot broad) and hope to have it soon up, many hearts and hands at Work that will do it. A large Meeting House, 50 foot long, and 38 foot broad, also going up, on the front of the River, for an evening Meeting, the work going on apace. Many Towns People settling their liberty Lands. I hope the *Society* will rub off the Reproaches some have cast upon them. We now begin to gather in some things of our great many Debts."

Robert Turner, in 1684–85, built the first brick house in the city erected by a citizen, at the southwest corner of Front and Mulberry Streets. According to Gabriel Thomas, the Letitia House was built before this time, but of that fact Mr. Westcott says "there

[1] It may be of interest to state where these primitive houses were situated. They were as follows:

Arthur Cook, east side of Front Street, below Walnut.
William Frampton, east side of Front Street, below Walnut.
John Wheeler, west side of Front Street, below Walnut.
Samuel Carpenter, west side of Front Street, above Walnut.
Robert Turner, west side of Front Street, below Mulberry.
Humphrey Murray, west side of Front Street, southwest corner of Chestnut.
John Test, northeast corner of Third and Chestnut Streets.
Nathaniel Allen, west side of Front Street, above Chestnut.
John Day, west side of Front Street, between Sassafras and Mulberry.

These houses supplanted or were built in better style than the first dwellings.

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may be some doubt." Thomas Masters, in 1704, built the first three-story brick house on the east side of Front Street, which was called "a stately house." It was torn down about 1840. It appears from the extract from the letter of Robert Turner, as well as from the instruction of Penn to his agent in 1684, that building with brick was at that early day very extensively carried on. Pastorius mentions the existence of "a sufficient number of mills, brick-kilns, and tile-ovens;" and we learn from Jonathan Dickinson (Logan Papers) that the city could even then furnish—

"a considerable quantity of the best bricks on the continent, made near this city, and limestone in great plenty in some parts, which prompts people to make substantial buildings, both in brick and stone. We have been upon regulating the pavements of our streets,—the footway with bricks and the cartway with stone,—and this with buildings have made bricks so scarce that the inhabitants would go to the kilns, and there strive for them at 28 per mill.; that is and will be the price here."

The bricks were mostly burned in clamps containing from 40,000 to 50,000, consuming half a cord of wood, and taking a week to burn. At the close of the last century, four-fifths of the buildings in the city were of brick, and the reputation of the kilns was very high for the beauty and durability of the bricks.

Another branch of the fictile art, that of "good, long, Taylern Tobacco pipes," is mentioned in Bradford's *Mercury* in May, 1719, and that they sold at four shillings per gross. "Richard Warden, tobacco-pipe maker, living under the same roof with Philip Syng, goldsmith, near the market place," was the ancient founder of this art. This is the earliest mention of this manufacture in Pennsylvania, although pipe-making was an old European occupation. In 1857 there were fifty brick-making establishments in the city, producing yearly 100,000,000 of common bricks, worth $700,000, and also 8,000,000 of fine pressed bricks, worth $14 per 1000, or $112,000. The census of 1860 shows the condition of the manufacture of bricks, as follows:

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Bricks, common and pressed	49	$1,208,500	$70,625	1876	$1,212,196
Bricks, fire	5	50,600	24,975	89	77,900
Totals	54	$1,259,100	$95,600	1965	$1,290,096
In 1875:					
Bricks, common and pressed	78	$1,780,500	$354,190	2714	$2,348,954
Bricks, fire	8	530,000	228,250	209	501,850
Brick-makers' machines	4	66,000	28,450	52	83,575
Totals	90	$2,376,500	$610,890	2975	$2,934,379

The estimated value of this industry in 1875 was stated by Mr. Blodget at $3,500,000.

In 1880:	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Brick and tile	78	$2,342,453	$484,211	2957	$1,702,636

In 1882 the tabular returns of Philadelphia industries give the following:

	No. Establishments.	Labor.	Product.
Bricks, pressed, enameled, and common	63	3134	$2,333,900
" and tile, fire	13	302	636,300
Bricklayers and builders	49	602	1,304,750
Totals	125	4138	$4,274,950

Fire-bricks, as known at present, are of very recent origin. It is probable that the first establishment for fire-brick manufacture was that of Mr. Miller, the father of Abraham Miller, an extensive manufacturer of fire-bricks. The cognate branches of gas-house tiles, chemical ware, drain-pipes, pottery, stoneware, jars, jugs, stone-pipe, and the general manufactures in clay, such as china-ware, artificial stone, architectural decorations, cement, plasters, terra-cotta, scagliola, paving-tiles, roofing-tiles, are all to some extent carried on in Philadelphia, as appears by the following return in 1882:

	No. Establishments.	Labor.	Product.
Pipes, smoking, wood and others	8	279	$365,900
Pottery and stoneware	4	180	257,900
Terra-cotta ware and pipe	4	69	207,000
Plastering, casts, and stucco-work	24	175	329,400
Totals	40	703	$1,160,200

Marble, now so extensively used as a building material, was first employed in this city to a large extent in the construction of the old Bank of the United States, now the Girard Bank, which was begun in 1795 and finished in 1798, and was the first building in the country having a marble front. Between 1799 and 1801 the Bank of Pennsylvania was built entirely of marble from quarries in Montgomery County. About 1800, Adam Traquair established a marble-yard at Tenth and Filbert Streets, which subsequently came into the possession of the great Struthers firm. William Struthers, who founded the establishment, was born in Irvine, Ayrshire, Scotland, Jan. 26, 1812, and was the third of his family to adopt the profession of architect and builder, his grandfather, William Struthers, and his father, John Struthers, having been prominent in it in their native city of Glasgow. John Struthers brought his family with him to this country in 1816, and entered into the service of William Strickland, an architect, who was without any superior in his own time. Strickland built the United States Bank (now the Philadelphia Custom-House), and under him John Struthers was the superintendent of construction, having settled in this city. He subsequently became associated with Thomas Wilson, who conducted a marble-yard at the corner of Tenth and Filbert Streets, and then opened at No. 360 High Street [now No. 1022 Market Street] an architect's office and marble-yard. His son, William Struthers, succeeded him in this business, which now consists of the marble-, granite-, and sandstone-works at Walnut Street wharf, on the Schuylkill, the oldest and largest establishment of the kind in Philadelphia, and now conducted by the third generation from its founder. Besides giving his personal attention to the details of this great industrial enterprise,

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William Struthers took a wide and generous interest in public affairs, and liberally aided in promoting artistic and scientific projects. For many years he was treasurer of the Pennsylvania Academy of Fine Arts, and member of the Historical Society, the Franklin Institute, and the Academy of Natural Sciences.

His patriotic fervor during the civil war was manifested in more than one direction. He raised and equipped, at a very large expense to himself, a company of engineers, who rendered excellent service in the ranks of the national army, especially during the campaign in the Virginia peninsula. His private means and his individual efforts were employed without stint in aid of the Sanitary Fair, and the plans for the buildings were drafted in the office which he then occupied, at Eleventh and Market Streets. To him, was awarded the contract for the marble-work of the new Philadelphia public buildings, which amounts to over $5,000,000, and is the largest ever accepted by any one firm. He was connected with many charitable institutions, and his warmth of heart has become proverbial in the city of his adoption. To the firm of which he was the head he gave the name of William Struthers & Sons. After his death the business was conducted under the old title by the sons, William Struthers, Jr., and John Struthers, and is now managed by the latter alone. He died Nov. 21, 1876, and is buried in Laurel Hill Cemetery.

In 1829, Edwin Greble opened a marble-yard on Passyunk road, near Fourth Street, and removed from there to Thirteenth and Willow Streets, where his works were burned down in 1849. He reopened at 1708 Chestnut Street, and the business is now managed by his executors.

In 1837 a Mr. Harkness had works of the same kind at Tenth and Cherry Streets, and at the same time Stegagnini, who built the marble front of the house at the corner of Sixteenth and Walnut Streets, was in the business. Others of the marble-workers in the first half of the century were Black & Brown, Frederick Fritz, Peter Fritz, John Jordan, Alexander Holland, and John Baird.

The first *busts* ever executed in American marble were carved for James Traquair, stone-cutter, Tenth and Market Streets, Philadelphia, by Joseph Jardella, an Italian, who had been employed ten or twelve years before by the celebrated Italian sculptor, Carracchi, in making in this country, under his direction, busts of Washington, Jefferson, Hamilton, and Rittenhouse. The cost was $100 each.

Statistics of marble-cutting in Philadelphia for various years are as follows:

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
In 1860:					
Marble-cutters.....	59	$821,900	$376,585	744	$1,019,125
In 1870:					
Marble manufactures..	85	2,116,400	1,051,500	1857	2,662,648

In 1875 the return was estimated at $3,993,531. In 1882 there were 90 establishments, employing 1287 men, and producing yearly $3,311,500.

Prior to the arrival of Penn the Dutch and Swedes had built saw-mills on the Delaware, and immediately upon the landing of the first settlers under Penn they proceeded to erect other saw-mills, and in 1683, Penn's letters show that the saw-mills and the glass-house were "conveniently posted for water-carriage." Townsend's saw- and grist-mill is mentioned, but the early records, not discriminating between grist- and saw-mills, do not enable us to arrive at any conclusion as to the number or locations of the latter. The demand for hand-sawyers in 1698, with the wages paid, six to seven shillings per hundred, would indicate a scarcity of saw-mills. In 1705 the price had risen to ten shillings, and as, in 1731, the houses of English Quakers in Bucks County were covered with "nice shaved boards, and "the boards for floors and partitions were all sawed by hand," there could not have been any great number of saw-mills in the vicinity of the city. In 1765 the exports of boards and scantling from the port was 783,000 feet, the value of which, at £3 10s. per 1000, was £2470. Staves, headings, and shingles were exported at the same time to the value of £28,450. The exports of planks and boards in the years 1772, '73, and '74 were, respectively, 1,724,000, 4,075,000, and 3,309,000 feet.

The census of 1810 returned 1995 common saw-mills and 21 mahogany-mills in Pennsylvania. In 1860 there were,—

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Hand- and saw-mills....	6	$182,500	$126,468	229	$256,[illegible]
Sawed lumber.....	7	158,000	114,430	34	163,[illegible]

In 1870 the census includes saw-mills, with planing- and dressing-mills, the number of establishments being 30, with a capital of $1,437,167; value of raw materials, $1,056,577; labor, 451; and product, $1,925,590. The census of 1880 makes no return of either saw-mills or planing-mills.

The tabular returns of Philadelphia industries for 1882 give the following:

	No. Establishments.	Labor.	Product.
Saw-mills, mahogany and cabinet woods..	4	82	$[illegible]
Saw- and planing-mills.....	23	534	1,675,[illegible]

At Jamestown, in Virginia, the early settlers, in 1608, inaugurated their colonization by an attempt at making glass, pitch, tar, soap-ashes, and clapboards, but the Swedish colonists, with more practical sense than was shown in Virginia, set up their first manufacturing establishment in the form of a grist-mill as early as 1643.[1] The first grist-mill in Philadelphia

[1] The site of this, the most ancient water-mill in New Jersey, Pennsylvania, or Delaware, is now ascertained to have been on the Darby road, the oldest highway in Pennsylvania, near the Blue Bell Tavern, where the holes in the rocks which supported the posts of the framework are still to be seen. The stream on which it was built is Cobb's Creek, a tributary of Darby Creek, which empties south of Tinicum. (See "Bishop's History of American Manufactures," vol. i. p. 139.)

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showing that upon representation of his wife, Sybella Masters, the king had issued to him two patents, for fourteen years, "one for the sole cleansing, curing, and refining of Indian corn growing in the plantations, fitter for shipping and transportation, in a manner not before found out and practiced." In his speech to the Assembly, 1st January, 1722, Governor Keith said that "his mind was fully bent upon doing the province some effectual service, and that he had lately formed the design of a very considerable settlement in order to manufacture and consume the grain for which there is at this time no profitable market." The place selected was Horsham, in the county of Philadelphia, and the Council ordered a convenient road to be built from Horsham to the Abington New York road. Several grist-mills were advertised for sale in 1721–22; two by Robert Hobart, baker, "in the Front Street," one of them furnished with cloths, and one without; another with a granary and other property, by Owen Roberts. In 1723, the executors of Jonathan Dickinson advertised for sale his interest in the grist- and saw-mills on Chester Creek, commonly called the Chester Mills. There were passed during the year 1725, by the Assembly of 1724–25, among other laws, "An act to prevent the exportation of bread and flour not merchantable," which provided for inspection at Philadelphia, and branding the barrels. It was a renewal of a former law, which had been the means of restoring the flour trade of the province, formerly lost by carelessness and fraud, to a high degree of credit abroad. Samuel Carpenter was the inspector. When Assembly met, upon the 19th of March, 1733, the Governor's speech called the attention of the members to the injury done to the merchantable flour of the province in consequence of negligence in inspection, which had very much injured the character of Pennsylvania products.

From the address of the Assembly to the Lords Commissioners of Trade and Plantations, in 1727, it appears that by "the general damp that was given" to trade in 1720, and the great fall of the price of produce about the same time, the city in the years 1721–22 was so effectually drained of coin that the "inhabitants of every degree were reduced to the greatest straits."

The mills upon Scull and Heap's map (1750) are as follows: The old Swedish mill, near the Bell Inn, is marked as the "snuff mill." Near Cobb's Creek, north of the Bell, is Coultas' saw-mill. A fulling-mill was on the south side of the road now called the road to West Chester, near the intersection of Cobb's Creek. Shultz's paper-mill is northwest of Merion Meeting. A mill is marked upon Mill Creek near the Schuylkill; the site afterward called Maylandville. A saw-mill is marked on the east side of the Schuylkill and north side of Falls Run, above the Falls. Sickles' mill is near the same stream, and on the east side of the Wissahickon road. Robeson's mill was farther north, at the mouth of Wissahickon Creek. A paper-mill stood near a branch of the Wissahickon, about the site of Rittenhouse's mill. Buzby's mill was upon Tacony Creek, near the junction of the Wingohocking.

In 1760 the assessors reported in Philadelphia County eighty-three grist-mills and forty saw-mills.

Eight grist-mills were built in Roxborough (now the Twenty-first Ward of the city) previous to 1779, several of them belonged to the Rittenhouses. "We are all tillers of the earth from Nova Scotia to West Florida," wrote John Dickinson in 1767. The great agricultural capacities of the State developed by the Germans soon made Philadelphia the principal mart for the manufacture of both flour and meal, and for their exportation. The quality as well as quantity of her flour gave her prominence in commerce as well as manufactures, as will be seen by the following table of her exports:

Year.	Wheat. Bushels.	Flour. Barrels.	Bread. Casks.	Value of flour, wheat, and flaxseed.
1729	74,809	35,438	9,730	£62,473 currency.
1730	38,643	38,570	9,622	57,500 "
1731	53,320	56,639	12,436	62,582 "
1752	.....	125,960	.....	.....
1765	365,522	148,887	34,736	432,615 sterling.
1772	51,699	252,744	38,320	.....
1773	92,012	284,872	50,504	598,283 bushels of corn.
1774	182,391	265,969	48,153	.....
1786	.....	150,000	.....	.....
1787	.....	202,000	.....	.....
1788	.....	220,000	.....	.....
1789	.....	369,968	.....	.....

An informality in the patent of Oliver Evans for manufacturing flour and meal, issued in 1790, having deprived him of its benefits, Congress authorized the issue of a new patent, which was opposed by memorials denying that Evans was the original inventor of any portion of the machinery. Prior to 1838, steam as the motive power in the manufacture of flour was a novelty. About that year the first steam flour-mill erected in Philadelphia was completed. Since that day steam has become the preferred motor for grinding grain, and now Philadelphia's City Steam Mill flour has excluded the far-famed Genesee flour from her markets, and stands unrivaled either at home or abroad. Bakers were as necessary as mills, and all authorities agree that from the earliest date the colony was supplied with bakeries. Pastorius mentions Cornelius Bom, a baker, residing in the city when he arrived, and William Darvell, Marcus Kuhl, John Fitzharris, John Fernel, Daniel Britton, Francis Johnson, Samuel Reed, Joseph Clark, and Stephen Jenkins were city bakers in 1744, as we learn from the proceedings against them for keeping bake-houses not regulated according to law, and dangerous to the city on account of fire. Even earlier, on the 14th of February, 1700, there were presented before the Governor charges which caused certain of the bakers to be brought before the authorities:

"Upon complaint of ye poor ag't ye bread for sale, not being of the law'll and due assize, Justman Fox, John Sawtell, Arthur Holtas, William Royal, George Abbott, Marie Merrywheather, Tho. Hall, and Hugh Derburrow, being summoned, appeared, to whom the Gov. notified, ye said complaint, who generallie anered yt tho' It was hard for ym

to live by it, wheat being now 5s. 6d. p. b bush., and yet they having but smal' stocks, were outt bid by the eminent mer'ts [merchants] and holters, yt hoped ye bread was of ye due assize.

"The Prov. and Gov. advised ym to be conformable to ye laws in that behalf made, and said hee wold appoint a clark of ye markett to yt end.

"The Prov. proposed William Southbee clark of ye markett. Ye Councill approved itt."

This warning did not produce permanent results, as we find by a succeeding entry:

"July 3, 1700.—William Southbee (clerk of the market) and some of ye bakers appeared with their bread, which, being weighed, was found too light. In excuse they affirmed that if they came up to the assize they could not live by it, which was the general opinion of the Council; and therefore it was ordered by the Gov'r and Council that each baker should bake but three sorts of bread, viz.: white, wheaten, and household, and no more; and that the loaves should be a pennie loaf or roll, a 5d. loaf and a 10d. loaf, and no other; and if any of these should exceed the assize in fineness or weight, it should be equally seizable as if it were under the fineness or weight; and that each baker of soft bread be allowed sixpence on the bushell, above the assize, *i. e.*, when wheat is at 5s. per bushel they shall make bread as if it were at 5s. 6d., and wheat being now 5s. per bushel, the said white bread shall weigh six oz., the wheaten 10 oz., and ye household 13 oz ¼, and so proportionable."

The statistics of the flour-milling from 1860 to 1882 are as follows:

Year.	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	30	$614,860	$2,648,645	195	$3,098,328
1867	...	.....	.....	....	3,200,000
1870	20	618,500	3,519,865	156	4,920,516
1880	17	297,800	1,699,306	98	1,636,034
1882	24	.....	.....	182	2,403,400

Thomas Wattson founded, in 1810, the bakery which has passed through three generations without changing its location (157, 159, 161 North Front Street). The manufacture of ship-bread and crackers was early established, but up to 1834 the consumption by a single establishment of fifty or sixty barrels of flour per day was considered quite an extensive operation. In that year John J. Ricketts commenced his business career in Philadelphia, and by the introduction of steam-power and machinery the quantity of ship-bread and crackers has been enormously increased.

In 1860 baking was conducted as follows:

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Bakers' bread, ship-bread, and crackers	346	$755,605	$1,314,537	912	$2,234,856
In 1870:					
Bakery products, bread	516	905,465	1,461,496	928	2,623,904
Biscuits and crackers	10	319,000	626,562	310	1,068,500

In 1875 the estimated increase was twenty per cent., amounting to $4,454,685.

In 1880:

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Bread, crackers, and other bakery products	849	$2,633,908	$3,613,201	625	$5,735,533
Baking- and yeast-powders	3	9,000	26,000	14	48,500

The tabular returns for Philadelphia industries in 1882 give the following:

	No. Establishments.	Labor.	Product.
Bakers, hand	924	2596	$6,648,585
" steam	10	645	1,369,821
Baking-powder	7	58	119,300

Among the efforts made for the promotion of early manufactures should be mentioned that relating to china-ware, in Prime Street, near the present navy-yard, about the same time that the glass-works were established. A saving of £15,000 to the people, it was stated, would result from manufacturing this article. In 1770 the proprietors of the china-ware manufactory established in Southwark (Bonnin & Morris) advertised for "Zaffre," and offered a reward for its production. In the *Pennsylvania Gazette* for January, 1772, the Southwark China Factory advertised for broken-flint glass and whole-flint stone, and the greatest encouragement was also promised to all painters, either in blue or enamel, from which it appears that the decorative branch was attempted in connection with the manufacture. But the china-works proved a failure. The proprietors stated that they had lost everything. They asked public attention and charity toward the workmen they had brought with them, who were now in want in a strange country. Bonnin sold the real estate and property of the factory and returned to England.

No immediate effort appears to have been made to re-establish the china- or earthen-ware manufacture after the failure of the factory in Southwark. In 1808, at Peale's Museum, Alexander Trotter, of the Columbian Pottery, exhibited some specimens from his manufactures in Philadelphia. An "elegant jug and goblets from the new queensware manufactory of Trotter & Co.," graced the table of the Republican dinner of July 4, 1808.

In October, 1810, an advertisement in the *Aurora* stated that at the Columbian Pottery, South Street, between Twelfth and Thirteenth, could be obtained "tea- and coffee-pots, pitchers, jugs, wine-coolers, basins, ewers, baking-dishes, etc., lower than imported." The warehouse of the Columbian Pottery was at No. 66 North Second Street. The capital of this company was said to be $11,000, and the wares and the material manufactured were of a species similar to that of Staffordshire, in England. Trotter continued in business until some time in 1813. In 1808 Binney & Ronaldson, afterward very successful in the manufacture of printing-types, were making, in South Street, yellow and red tea-pots, coffee-pots, and sugar-boxes. Daniel Freytag, at No. 192 South Fifth Street, undertook the manufacture of a finer quality of china-ware than had yet been produced in the United States. It was made of various colors, and was decorated with gold and silver.

The Washington Pottery was established on the north side of Market Street, between Schuylkill Sixth and Schuylkill Seventh, as early as 1810. In April, 1811, it was advertised that this establishment produced the "Washington ware," and that the stock on hand was selling off, consisting of pitchers, coffee-pots, tea-pots, sugar-dishes, cream-pots, wash-basins, bowls, etc. Capt. John Mullowney, brick-maker, established

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this manufactory, and remained its proprietor until some time in 1816. The pottery was continued afterward by other owners, and is still in operation at the same place.

The Northern Liberty Pottery was founded in 1818 by Thomas Haig, Sr., in a small building near the corner of Front and Maiden Streets, as a general manufactory of earthen-ware. The depression that overtook all kinds of trade at the close of the war of 1812–15 induced him to relinquish his business on Front Street, and remove to Fourth, above Poplar, where he remained until his death, in 1831, when the management of the business passed to his sons, James and Thomas Haig.

David G. Seixas established an earthen-ware manufactory near Philadelphia in 1817. He manufactured an imitation of the Liverpool white crockery from native clays with great success. His establishment was on Market Street, between Schuylkill Sixth and Schuylkill Seventh Streets. He continued there until some time in 1822. George Bruorton came to Philadelphia about 1817, and established himself as a china-gilder on Chestnut Street, above Twelfth. In the succeeding year he opened a factory for china-gilding and painting at the southwest corner of Schuylkill Sixth [Seventeenth] and Chestnut Streets. He announced that he would enamel and gild arms, crests, ciphers, borders, or any device on china and queensware, and warranted his gilding equal to any imported. He also announced "china mended by burning in, and warranted as sound for use as ever." Bruorton does not seem to have intended to manufacture china; but as there must have been small work for an enameler and ornamental gilder, the institution of a china manufactory seemed to be necessary to give him work. His name disappears from the Directory after 1822.

William E. Tucker, in partnership with Hulme, was engaged in the manufacture of American porcelain in 1828. They had their store in that year at Nos. 26 and 27 Arcade, at which place they announced that "they could sell American china of a quality equal in strength and beauty to any that can be imported, and upon the most reasonable terms. . . Initials or fancy work, to suit the taste of individuals, will be executed agreeably to order in the neatest style." Branch Green, opposite the Globe Mills, on Second Street, advertised in 1810 that he made "large stone jars for purifying and keeping cool fresh water."

In 1826, Joseph Kerr established the decorative china business on Market Street, near Eleventh, and afterward removed to the old Arcade, and then to Chestnut Street, opposite the State-House, where the business was continued for nearly a quarter of a century, during which time several changes took place in the firm, until the final retirement of Mr. Kerr, when the management devolved upon his three sons, —James K., Henry C., and Joseph W.

In 1830 this china-factory was at the corner of Chestnut and Schuylkill Second [Twenty-first] Streets.

The earthenware- and pottery-factories in 1860 were 14 in number, with capital amounting to $59,000, raw material valued at $29,992, and annual product of $106,000.

The census of 1870 shows the following condition of this industry:

	No. Establishments.	Capital.	Labor.	Raw Material.	Product.
Pottery	14	$182,500	212	$114,837	$340,100
Terra-cotta	6	408,000	115	43,448	248,000
China and glass decoration	5	19,500	10	14,606	34,000
Porcelain wares	2	105,000	160	206,000	355,000

Neither pottery nor earthen-ware appear in the returns of the census of 1880. Terra-cotta is set down as made at 4 establishments, whose capital amounted to $71,000, the raw material to $18,150, and the annual product to $57,000. In 1882 the earthenware and pottery establishments were 4 in number, employing 180 hands, and producing annually $257,900. Pottery and stoneware were made in 7 establishments, employing 134 hands, and producing annually $237,314.

The effort to manufacture glass was made at a very early day in or near Philadelphia. Penn's letter of 1683 to the Free Society of Traders alludes to their tannery, saw-mill, and glass-house; and soon after, at Frankford, near the city, a glass-house and pottery were set up by English Friends. In 1731 the *Pennsylvania Gazette* announced that Edward Bradley, "near the post-office, in Front Street," silvered looking-glasses, and sold window-glass by the box. A flint-glass manufactory was established about 1657 by an enterprising German, Henry William Steigel. In 1769, Richard Wistar transferred his glass-factory from New Jersey to his house in High Street, above Third, where he made glass lamps and bottles and brass buttons, which he said "were clear of duty, which Americans so justly complain of, and at present it seems the duty of Americans to encourage their own manufactures, more especially those on which duties have been imposed for the sole purpose of raising revenue." In October, 1771, Robert Towars, skinner or leather-dresser, and Joseph Leacock, watchmaker, determined to establish a glass manufactory in Kensington. They purchased from Robert Ball, goldsmith, owner of the land upon which the "town of Richmond" was laid out, a piece of ground on the east side of Bank Street [now called Richmond Street], one hundred feet front, and extending to the river. Towars & Leacock built upon the lot a glass-house, furnace, and other improvements. They must have entered upon the manufacture of glass as soon as the furnace and glass-house were ready, as there appears in Franklin & Hall's *Pennsylvania Gazette*, in January, 1772, the following advertisement: "The glass-factory, Northern Liberties, next door to the sign of the Marquis of Granby, in Market Street, where the highest price is given for broken flint-glass

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and alkaline salts." The place designated was the store of Robert Towars, which was in Market Street, between Second and Third. In November, 1772, Towars & Leacock sold the premises to John Elliott and Samuel Elliott, druggists. They took into partnership and interest Isaac Gray. These partners built an additional furnace, and continued the manufacture of bottles for eight years. They sold the property in May, 1780, to Thomas Leiper, tobacconist, who must have needed many bottles, to be used for the reception of snuff. The latter was owner for twenty years, and sold the glass-house on March 6, 1800, to Joseph Roberts, Jr., James Butland, and James Rowland for $2333, subject to £15 ground-rent. They carried on the works under the firm-name of James Butland & Co., and had their store at No. 80 North Fourth Street in 1801. Roberts soon sold out his one-third interest to Butland & Rowland for $2548. They dissolved partnership in 1804, and Butland disposed of his interest to Rowland for $2548. The latter advertised in 1808 that his store for the sale of bottles made at the Kensington Glass-Works was at No. 93 North Second Street. James Rowland died before the year 1833. In the latter year James Rowland, Jr., who had purchased the interest of his brother, Joseph W. Rowland, sold the works on July 10th to Dr. Thomas W. Dyott.

Dyott was at that time a conspicuous person. He was a native of England, and came to Philadelphia about 1806. In 1807 his name appears in the directory for the first time, "Patent medicine warehouse, No. 57 South Second Street." In 1809 the description of his business is "Medical dispensary and proprietor of Robertson's family medicines, No. 116 North Second Street." His brother John at that time seems to have been in business with him at the same place. Dyott was also a manufacturer of liquid blacking. In 1810, for the first time, there is attached the title "M.D., No. 116 North Second Street." About 1811 or 1812 he removed his drug-store to the northeast corner of Second and Race Streets. He must have engaged in the glass manufacture at the Kensington works as a tenant before 1833. In 1830, Mrs. S. Dyott, glass-store, is located at No. 143 North Second Street, which was above Race, next door but one to Dr. Dyott's drug warehouse, which was at Nos. 137 and 139.

In 1833 it was stated there were more than three hundred persons connected with the Dyottville Glass-Works, of whom more than two hundred were apprentices. Connected with the establishment were four hundred acres of land along the river, from which were got milk, butter, and vegetables for the use of the large apprentice household. Dr. Dyott was ambitious to have this manufactory conducted on strictly moral principles. He built a chapel on the premises for the use of the apprentices and workmen; employed a clergyman to preach to them three times on Sunday; arranged for prayer-meetings, lectures, and singing-lessons during the week-day evenings; established a temperance society among his employés; and promised extra rewards and compensations to such as were faithful and did over-work. Unfortunately, his ambition went far beyond his prudence. In order to encourage saving habits, he established a bank at his former drug-store, Second and Race Streets, which was called the Manual Labor Bank. For a time he was successful in his enterprise. He succeeded in obtaining large deposits on promise to pay interest, pushed his notes into extensive circulation, and, when the day of distrust came, and he was called upon to redeem his notes, he could not respond. The Manual Labor Bank failed. There was a great outcry among the creditors. Dyott was prosecuted for fraudulent insolvency, and convicted and sentenced, Aug. 31, 1839, to three years' imprisonment in the penitentiary. He served out his punishment, and, after his release, went into business again as an apothecary, in Second Street, above Race. It may be said of him that he was unfortunate in consequence of the financial difficulties of the times. The banks had suspended specie payments in 1837, but, strong in their financial influence, had been enabled to tide over public indignation, and to control, to a degree, the legislation aimed against them. But Mr. Dyott, an individual with nothing to sustain him but his personal credit, and embarrassed by investments which he could not turn into cash in consequence of the hard times, was caught without hope of means of relief.

After Dyott's failure the glass-works remained idle for some years. The Lehigh Coal and Navigation Company got possession of the river front and used it for a coal-depot. After the passage of the tariff act of 1842, Henry Seybert rented the factory from the coal company, repaired the furnaces, and started them for the making of bottles, principally for the use of Eugene Roussel, mineral water manufacturer. He also made flint-glass in one furnace. In 1844, Seybert sold his interest to S. Decatur Smith, Quinton Campbell, Jr., and Henry B. Benners. In August, 1852, the firm of Benners, Smith & Campbell was dissolved. James M. Benners joined with his brother, H. B. Benners, in the management of the business. George W. Benners was admitted to the firm in August, 1856. In 1860, J. M. Benners withdrew. H. B. & G. W. Benners continued the business. In 1869 the firm purchased the portion of the Dyottville property not in use by the coal company. George W. Benners died Sept. 1, 1870, and Henry B. Benners, who went into the establishment under Henry Seybert when a boy, still continues this, the oldest glass-house in Philadelphia, with a record (in 1884) of nearly one hundred and thirteen years of work.

One of the earliest establishments for the manufacture of glass was at the Falls of Schuylkill, and was erected by Robert Morris and John Nicholson a short time before their failure. The glass-house was about

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opposite the dwelling of Governor Mifflin. A row of stone houses, a little lower down the river, was built to accommodate the hands working in this establishment. John Thoburne, about 1808, altered the glass-house for the purpose of a calico-printing establishment. Thomas Harrison, Philip Jones, and Robert C. Martin, who were interested in other business,—which, however, they did not abandon,—invested a portion of their capital in the manufacture of green glass and flint glass, which they made at the glass-house, South Street, near the Schuylkill, in 1806–7, and manufactured largely in 1808. They made at that time green and white half-gallon, quart, and pocket-bottles. This establishment consisted of a brick glass-house forty-three feet square, a brick warehouse fifty by forty-three feet, and a small house and stable. Philip Jones & Co. were proprietors in 1810. The Schuylkill Glass-Works, "two miles from Philadelphia," which were in operation in 1819, were the same South Street works. Edward Lowber, drug and color merchant, at No. 144 North Third Street, had for sale, in September, 1819, window-glass from those works. Caleb Foulke was agent for the Schuylkill Glass-Works, at No. 19 Minor Street. In 1820, George and Jacob Peterman, flour merchants, were agents at No. 366 High Street, for the Schuylkill Window-Glass Manufactory, in South Street, near the Schuylkill River. In May, 1822, H. & W. Lawrence advertised that the Schuylkill Glass-Works were to let. In February, 1823, George and Jacob Peterman gave notice that they had again undertaken the "agency of the Schuylkill Glass-Works, at South Street wharf, recently called the Philadelphia Works," and that they had for sale window-glass of all sizes. Thum & Bitters, of North Third Street, made, in 1808, pint and half-pint pocket-bottles and phials. J. Benson, at No. 101 North Third Street, near the corner of Arch, in 1809 established himself as a lapidary and glass-cutter. "He is the only regular-bred working lapidary in America, having served his apprenticeship with one of the first lapidists in Europe. He is ready to cut and polish American topaz, rubies, amethysts, sapphires, cornelian, etc."

In 1810, a manufacturer of glass, similar to that made in Staffordshire, England, was established in the city with a capital of $11,000. In 1867, there were thirteen factories, whose works were located in New Jersey, and outside the city limits, but whose headquarters were in the city,—viz., Whitall, Tatum & Co.; Whitney & Brothers, Bodine & Brothers, Burgin & Sons, Philadelphia Glass Company, John H. Moore, Benners & Brothers, Sheets & Duffy, Joseph Porter & Sons, Hay & Co.; Richards & Brothers, United States Glass Company, and Thomas Mills. The business is principally confined to the manufacture of green and crown glass bottles, but window glass is also made in several establishments, as well as double-thick and cylinder-plate glass for coaches, pictures, and large windows. Fruit-jars are also largely made, as well as tubes for philosophical apparatus, syringes, etc. The glass ceilings of the House of Representatives and the Senate chamber in Washington were made at the establishment of J. & G. H. Gibson, 125 South Eleventh Street.

The statistics of glass manufacture from 1860 to 1882 are as follows:

Year.	No. of Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	16	$712,000	$408,250	928	$1,244,800
1867	...	.....	.....	....	1,500,000
1870	14	1,254,116	577,032	1,448	1,860,822
1875	...	.....	.....	.....	2,000,000
1880	8	1,202,419	696,392	2,237	1,621,956
1882	35	.....	.....	3,118	3,132,580

The Swedish colony on the Delaware had 80 sheep in 1663, and ten years later their wives and daughters were said "to employ themselves in spinning wool and flax, and many of them in weaving." The manufacture of linen and woolen cloth was among the first branches of industry that Penn endeavored to ingraft on his infant colony. Having, by one of his first legislative acts, in 1682, invested the Dutch, Swedes, Finns, and other foreigners, then amounting to 3000, with all the rights of citizenship, and by the proclamation of like privileges and full religious freedom opened his colony to all persons of good fame, he instituted fairs for the encouragement of domestic manufactures and trade in general.

These fairs, until they were abolished, in 1775, offered a ready market for all domestic products, and particularly for woolen and linen goods.

To stimulate the production of cloth of every kind the proprietary offered premiums for the first piece; that for linen cloth being awarded in 1686 to Abraham Opdengrafe. Wigert Levering, one of the Germantown settlers, is mentioned as a weaver by trade, and his descendants are among the most enterprising men of the present day. Matthew Houlgate, who purchased land in 1698, erected a fulling-mill between that year and 1720. Among the manufacturers of the province in 1698 are mentioned those of wool, such as druggets, serges, and camlets, etc., which daily improved in quality; and among the tradesmen were dyers, fullers, comb-makers, card-makers, weavers, and spinners. The price in 1688 for spinning worsted or linen was about 2*s.* the pound, and for knitting coarse yarn stockings, half a crown a pair. Wool-combers and carders received 12*d.* per pound, and the pay for journeymen tailors was 12*s.* per week and "their diet." The first in this line mentioned in Philadelphia was Charles Blackman, who enjoyed the Governor's patronage. Fulling-mills are mentioned as in operation on Darby River, "about five miles from the city."

The first settlers in the American colonies were from necessity compelled to adopt, to some extent, as regard their wearing apparel, the furs and skins of the wild animals, by which they were surrounded. The "buckskins" continued to be used by the poorer classes until after the Revolution, and are mentioned in the "schedules" of some of the wealthiest.

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In 1721, Charles Lawrence, "lately come from Carolina," had for sale, at his place of business in Chestnut Street, "very good *slegs*, *tombles*, and *shuttles*, for weavers." The growth of woolen manufacture, checked and stunted by hostile British legislation, had yet a firm foundation in the spirit of self-reliance among the people. The assessors reported in 1760 twelve fulling-mills in Philadelphia. In February, 1765, the protection of sheep and the promotion of woolen manufacture was encouraged by the following action:

"We, the subscribers, desirous to encourage the raising of sheep, agree and pledge our honor to each other that we will not eat or suffer any *lamb*, or any meat of the *mutton* kind that we know or believe to be under twelve months old when killed, to be eaten in our families from this time until the first day of January, one thousand seven hundred and sixty-seven. And further, that we will not purchase, nor suffer to be purchased, for our families' use or otherwise, during said time, any kind of meat from any butcher or other person who, to our knowledge or belief, has killed any lamb from and after the first day of February instant, until the first day of January one thousand seven hundred and sixty-seven."

The Heart-and-Hand Fire Company, in February, adopted similar resolutions.

Similar action was resorted to in 1775, when the fires of the Revolution were kindling. Among the earliest measures for public safety was the determination not to purchase or use mutton or lamb between the 1st of January and the 1st of May, and no ewe lamb until the 1st of October, 1775. In this action they were nobly aided by the butchers, sixty-one of whom, most probably the entire fraternity of the city and county, determined that they would not kill animals of the specified description during the time mentioned.

The following were the names of the butchers who signed the agreement:

George George, Aruel Baker, David Everhart, Edward Ash, Joshua Ash, Jr., George Walker, Thomas Renshaw, Peter Rutter, George Gottfried Whellper (Wœlpper), John Schreiber, George David Seckel, Ludwig Karcher, John George, Philip Hall, George Shollman, Philip Odenheimer, Peter Schreiber, Caleb Ash, John David Seckel, Adam Albourg, Jr., Edward Lushey, John Odenheimer, Ludwig Urn, John Everhartt, Martin Pica, Martin Borell, George Vettes, Caspar Haas, Christopher Hanckel, Philip Alburger, John Rusk, Christopher Philler, Michael Lauer, Michael Schreiber, Michael Boyer, Michael Milburger, Peter Lowry, Henry Weaver, Conrad Hoff, Frederick Welpert, Samuel Rusk, David Uber, John Runter, Jacob Daubendistil, George Kurtz, Adam Widenstein, Heinrich Pleiffer, Nicholas Leehman, Daniel Shoub, Peter Summer, George Fritt, James McCutcheon, Sebastian Seyberth, Jacob Ox, Jacob Speck, Frederick Lent, Johann Christian Better, Valentine Horter, Frederick Egging, Stephen Rigler, Caspar Hefft, and John Beyler.

Wool was less abundant at this time in Pennsylvania than in the more northern colonies, nevertheless a piece of broadcloth, the manufacture of the province, and "one of the finest and best perhaps ever made on the continent," was exhibited at the London Coffee-House in January, 1772. The German, Scotch, and Irish were chiefly employed in linen manufacture.

The non-importation resolutions of the general Congress in 1774 were instrumental in giving a decided impetus to all kinds of American manufactures.

In March of the following year a society was formed for the purpose of encouraging woolen manufacturers, of which Joseph Stiles was the president, James Cannon secretary, Christopher Marshall, Richard Humphreys, Jacob Winey, Isaac Gray, Samuel Wetherill, Jr., Christopher Ludwick, Frederick Kuhl, Robert S. Jones, Richard Wells, Thomas Tilbury, James Popham, and Isaac Howell managers. In order to demonstrate to this society the availability of machinery to an extent not then dreamed of, James Hazle, through the columns of the *Pennsylvania Ledger*, in February, notified the community that he had invented a machine to go "by clockwork," by which a girl of ten years old could take care of forty-eight spindles, either of wool or cotton, and card three hundred and sixty pair of cards in proportion. This machine, Mr. Hazle declared, could be worked by horses or by water, as he was willing to demonstrate. The society hired a house at the corner of Ninth and Market Streets, fitted it up for the purposes of a factory, and invited farmers and citizens to bring forward their wool, flax, and hemp. The following appeal to the women of the county was published in August:

"TO THE SPINNERS IN THIS CITY AND COUNTY.

"Your services are now wanted to promote the American manufactory at the corner of Market and Ninth Streets, where cotton, wool, flax, etc., are delivered out. Strangers who apply are desired to bring a few lines from some respectable person in this neighborhood.

"One distinguishing characteristic of an excellent woman, as given by the wisest of men, is that 'she seeketh wool and flax, and worketh willingly with her hands; she layeth her hands to the spindle, and her hand holdeth the distaff.'

"In this time of public distress you have now, each of you, an opportunity not only to help to sustain your families, but likewise to cast your mite into the treasury of the public good. The most feeble effort to help to save the State from ruin, when it is all you can do, is, as the widow's mite, entitled to the same reward as they who, of their abundant abilities, have cast in much."

This appeal was not made in vain in a practical sense. The next month it was announced that the company had four hundred spinners in their employ, and that naught but capital by the accessions of new members was desired to increase the sphere of usefulness.

In August, 1770, the brig "Dolphin," Capt. Stephens, arrived from England, bringing no goods but such as were allowed by the non-importation agreement, six thousand pounds in specie, and a number of weavers as passengers. "Such," said the *Pennsylvania Journal*, "are the fruits of the agreement that, instead of dry-goods, which drained the colonies of their cash and kept them as poor as beggars, they are now receiving from England what may well be termed the nerves and sinews of any country."

The Revolution was unfavorable to industry of every kind, and the infant manufactures of the city, in common with those of the whole country, did not escape its influences. The great want of woolen clothing for the army, and the fact that Philadelphia was twice called on to furnish blankets, which could not be purchased in her stores, show to what limits the infant industry had shrunk. In May, 1775, Mr.

Samuel Wetherill, Jr., had a factory for woolens in South Alley, between Market and Arch and Fifth and Sixth Streets. His letter to the Board of War, in the same month, informs them that in consequence of the rise in the price of wool he would be unable to comply with his contract for a supply of cloth. This rise in price, from 7*s.* 6*d.* per pound to 10*s.*, would not permit him to comply with his contract at 20*s.* per yard, and he asked for 27*s.* 6*d.* These prices in provincial currency enable us to comprehend the difficulties that beset the Congress, with an empty treasury and doubtful currency, and foretell the sufferings of the American army throughout the winters of the Revolutionary war.[1]

The increased attention which was given to the manufacture of wool and cotton during the war of the Revolution, created among Philadelphia weavers a desire to procure that machinery by which the British manufactures had been so greatly extended. The power-loom of Arkwright, invented in 1774; the mule-jenny of Crompton, invented in 1775, and which superseded the machines of Hargreaves; the improvements introduced by Arkwright and others in carding, drawing, and roving, and above all the adoption, in 1783, of the steam-engine of Watt to spinning and carding at Manchester, were all extensively used by British manufacturers. These improvements were guarded by that sleepless vigilance that has always watched over British interests. In 1786, a set of brass models of Arkwright's machinery was made and packed in England for the agent of Tench Coxe, of Philadelphia, but was seized on the eve of its shipment, and its objects defeated.[2]

In 1784 fulling-mills were very numerous throughout Pennsylvania, and so great was the demand for spinning-wheel irons that from *one* shop in Philadelphia, in 1790, there were sold 1500 sets, an increase of 29 per cent. over the previous year. The adoption of the Federal Constitution in 1789, and the enactment by the first Congress of the law for the "support of government . . . and the encouragement and protection of manufactures," gave immediate impulse to every manufacturing industry. In 1792–94 a number of carding-machines for cotton and wool were constructed, and eight spinning frames on the Arkwright principle, and several mules of 120 spindles were erected at the Globe Mills in the Northern Liberties. In 1803 Dr. James Mease, of Philadelphia, succeeded in importing two merino rams and two ewes, which arrived in December of that year.[3] This was the first successful attempt to introduce the Spanish sheep in Pennsylvania.

The first merino sheep which came to this country, as far as is known, were sent over from Cadiz, in Spain, in the frigate "Alliance." They were consigned to Robert Morris, as agent for Louis Stephen le Couteulx de Caumont, a Frenchman, who came from France in 1786, and, after many experiences, finally settled at New Amsterdam (now Buffalo) in 1804. At the time when Mr. Morris received those sheep, Le Couteulx had left the United States, and returned to France as passenger in one of Morris' ships. The latter therefore sent his sheep to his country-seat at the Hills, and informed the owner that the flock would be restored to him when he returned to this country. The letter of Mr. Morris was dated Oct. 30, 1789. Le Couteulx returned to the United States in February, 1790.

The Philadelphia Domestic Society, incorporated March 2, 1805, had a capital stock of $10,000, in shares of $50, with power to increase the capital to $100,000. The president of the society was Paul Cox, and the warehouse was at No. 11 South Third Street. The directors were empowered to make advances upon American manufactures, especially those of wool, cotton, or linen, to the amount of half the value of the articles when deposited in the warehouse, and to pay the residue when sold, deducting interest and a commission of five per cent. At the time of its establishment, it was ascertained that five hundred weavers were out of employment, and were being forced into other occupations. By aid of the society all found employment. The dividends during the first six years were of secondary importance, but they reached sometimes eight per cent.

In 1810 there were three woolen-mills and sundry smaller ones established at Philadelphia and one at Germantown. Cassinet (wool and cotton) was made in the Philadelphia mill, and merino wool into broadcloth at Germantown.

The scarcity and high prices of woolen goods about 1809–10, created by restrictions upon trade, again turned public attention to sheep husbandry. A merino society was formed in the Middle States, of which Dr. Mease and Thomas Bulkley, of Philadelphia, were active members. At the auction that year at Philadelphia, sheep of that breed sold from $250 to $300 each, a lot of twenty-five sold for $5900, another lot of thirty-three ewes sold for $250 each, and bucks for $350 each. The stimulus thus given to woolen manufactures is evidenced in the number of patents issued in 1812 for the processes of the manufacture of wool, cotton, flax, and hemp. Among these was a patent for a portable, or family spinning-machine, of very simple construction, invented by Rev. Burgess Allison, of Philadelphia. It drove from ten to fifteen spindles, and occupied very little more space than the common spinning-wheel. To Cyrus Shepherd, Philadelphia, a patent was issued for a water-loom.

[1] That very expressive French phrase, "*Sans-culottes*," was first used by Baron Steuben to express his admiration of the shabby and shirtless soldiers of the Revolutionary army.—*Dr. Dunglison's Discourse in Commemoration of Peter S. Du Ponceau, LL.D.*

[2] It is worthy of note to say in this connection that Samuel Slater, the father of American cotton manufacture, was induced to emigrate to America by having seen in a newspaper that £100 had been granted by the Legislature of Pennsylvania to John Hague, for introducing a machine for carding cotton, and of the establishment of a society, with legislative encouragement, for the manufacture of cotton.

[3] Mease's "Archives of Useful Knowledge," vol. i. p. 103.

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Thomas Drake

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RESIDENCE OF THOMAS DRAKE.

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In those days every farmer kept a flock of sheep, and wool constituted a large proportion of the clothing of the family. It was carded, spun, and woven at home, and made into garments for both sexes. The best clothes for the men and boys were made of what was called "fulled cloth." This was made at home, of the finest material, and taken to the mills known as "fulling-mills," where it was put through a process of thickening, dyeing, and finishing. The women used to wear gowns of cloth which was called "pressed woolen." This was simply home-made flannel, taken to the mills above named, and pressed, so as to present a glossy surface. Every farmer had a small patch of flax. This was pulled and spread out in rows on the ground, "rotted," and then "broken" and "swingled," and was thus prepared for the combing, carding, and the "little wheel," as the machine was called on which the flax was spun, to distinguish it from the larger machine for spinning wool. It was woven into cloth for table-covers, toweling, sheeting, and shirting. The "tow," which was the coarse portion combed out on the "hetchel," was spun into a coarse yarn, of which a cloth was made for summer suits for the men and boys. The tow shirt, so commonly worn, was, when new, an instrument of torture to the wearer, as it was full of prickling spines left from the woody part of the stalk. The tailor of the old days, with his goose, traveling from house to house to make up the clothes for the men and boys, or to cut and fit them for the gossiping tailoress to complete, is not known to the present generation.

The peace with Great Britain, in 1815, opening the country to foreign importations, produced injurious effects upon the woolen manufactures, and these disturbing influences continued in active force for several years. In 1819 the hands employed in the woolen manufactures of the city had been reduced from 1226 to 260.[1] The subject of protection to manufactures was again resumed and ably discussed by Mathew Carey, of Philadelphia.[2] The tariff act of 1824 increased the duties on woolen goods from twenty-five per cent. to thirty-three per cent., but this augmentation of duties on woolens was counteracted in some measure by the reduction of the duty on imported wool by Great Britain from sixpence per pound to one pence, enabling the British manufacturer of such goods to undersell the American manufacturer in the markets of this country. The failure of the Woolens Bill of 1827 was followed by the Harrisburg Convention of July 30th. From Hazard's "Register of Pennsylvania"[3] it appears that there were in Philadelphia and its vicinity in 1827, 104 warping-mills at work, sufficient to employ 4500 hands,—over 200 dyers, 3000 spoolers, and 2000 bobbin-winders. Weavers, dyers, and warpers averaged $5 per week wages, spoolers 50 cents to $1.50, and bobbin-winders $1 and found.

It was in this year (1827) that William Divine, a son of an Irish linen manufacturer in Ireland, emigrated to America and settled in this city, and commenced work on a hand-loom. Promoted to a broadcloth loom in the Penn factory, in the next eleven years his industry and economy enabled him to start in business, with one set of woolen-machines, in a mill on Pine Street, near Twentieth, in the manufacture of Kentucky jeans. In 1841 he built the Kennebec Factory, on Naudain Street, near Twenty-first, and in 1846 he purchased the Penn Factory, and added cotton manufacture to his other industry. Mr. Divine was an improver of machinery, and was made president of the Association of Manufacturers of Textile Fabrics in Philadelphia.

The founder of the extensive woolen manufactory at Conshohocken, near the city, was Benjamin Bullock, who was born at Yeadon, near Bradford, in England, in 1796, and emigrated to this country when nineteen years of age, and commenced his business life as a wool-comber in the establishment of Henry Korn. Having accumulated some capital, he associated himself with Anthony Davis, in 1822, under the firm-name of Bullock & Davis, on Front Street, above Poplar, in the wool-pulling business. In the next year he removed to 32 North Third Street, where he remained for nearly thirty-seven years. He embarked in manufacturing woolen goods in 1837, in the Spruce Street Factory, afterward owned by Mr. William Divine, then foreman in the mill. Subsequently Mr. Bullock purchased the Franklin Mill, on Haydock Street, near Front, and at a later period he bought from Bethuel Moore the property near Conshohocken, which is believed to be the first woolen-mill started in the State of Pennsylvania. During the war between the States, Bullock's Sons had in operation thirteen factories, making blankets and blue and army kerseys, in which three thousand persons were employed.

Twenty years ago it was written that the mention of the name of Thomas Drake brought with it "the entire history of the manufactures of the city of Philadelphia," and the remark is not less true now than it was then. Born at Leeds, England, April 9, 1807, he came to the United States in 1828 with his parents. His father, John Drake, was a manufacturer of woolen goods, and was in business at Manayunk up to the year 1846. Thomas Drake was employed in his youth in a factory at Blackwood, N. J., where was made the first lot of the goods called Kentucky woolen jeans. The little town did not embrace the business possibilities of which he had determined to take a grasp, and he returned to the more promising field of Philadelphia. He was in the employ of Richard Whitely, at Rock Hill, and others until 1837, when he set up business under the name of T.

[1] Report of committee of citizens, October, 1818.

[2] It was for the discussion of the condition and importance of protecting manufactures that the "Philadelphia Society for the Promotion of National Industry" issued in the fall of 1819 the six addresses to the citizens of the United States.

[3] Vol. i. p. 16.

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Drake & Co. His partners were his brother, James Drake, George Sutton, and William Flynn. They produced from their factory, which was at Manayunk, woolen jeans and other similar goods.

In 1838 this firm was dissolved, and Thomas and James Drake began business for themselves on Pine Street, near what was then called Schuylkill Third Street. James Drake retired in 1840, and Thomas remained in that locality until 1841, when he built a brick mill at Twenty-third and McDuffy [now Naudain] Streets. This factory had 70 woolen looms and 6 sets of woolen cards. In 1845 he erected for the manufacture of cotton a mill at the corner of Twenty-first and Pine Streets, with 224 looms and 10,000 spindles, where he made large quantities of print cloths, which had previously been a specialty of the New England mills. In 1861, Thomas Drake retired from business, and built for himself a splendid mansion on Washington Avenue, Germantown, where he still resides. His success is largely attributed to the fact that he never failed to meet an obligation. He has prided himself on never giving a note. In 1864 he was chosen a director of the First National Bank, and in 1874 a director of the Fidelity Trust Company, which offices he still holds.

Charles V. Hagner, in 1820, rented fifty inches of water-power of the Schuylkill Navigation Company, and erected a mill, which he put in operation, grinding drugs and making oil, and shortly afterward added a fulling-mill. Alfred Jenks made him a number of power-looms for weaving satinets. These were the first power-looms used in the manufacture of woolen goods in Pennsylvania. Hagner continued to operate the mills until 1839, when they were purchased by Joseph Winpenny, who converted the mill into a woolen-factory. The mill in 1840 had 3 sets of machines making broadcloth and kerseys, and employed some 50 hands, producing 1000 yards of goods per week. In 1847 the firm of John Winpenny & Brother was dissolved by the withdrawal of Samuel Winpenny, and reformed under the same style, in 1848, with Joseph Winpenny, which continued until 1853, after which the business was continued by John Winpenny alone until his death, in 1856. The mills were then rented for a brief period by Philip A. Richard, and in 1858 they passed into the possession of Edward Preston, Jr., and Bolton Winpenny, as Preston & Winpenny, who introduced the manufacture of cotton and woolen goods, and who continued to operate them until 1860, when Preston withdrew, and in 1861, Samuel Winpenny, and his nephew Bolton, assumed control, the latter soon after becoming sole proprietor.

The original Pekin Mills were erected by Moses Hey, who worked them until 1836, when they were sold to Joseph Solms, who enlarged and greatly improved them. He continued to operate them until his death, in 1852, when they became the property of his son, Sidney I. Solms, who raised the original mill to five stories in height, and in 1862 erected a new mill with engine-house, picker-, dyeing-, and drying-houses. These mills contain 14 complete sets of woolen machinery, with 256 looms and all necessary appliances for preparing and finishing.

The Washington Woolen-Mills were established in 1840, by William Hammill. They were bought in 1858 by David McConkey, and in 1859 by Perry M. Hunter, who enlarged them, and in 1864 sold an interest to Samuel DeHaven. They were operated by Hunter & DeHaven until November, 1864, when they were sold to John B. Bishop. In 1868 they passed into the possession of William Watt.

The Glen Riddle Mills were established in 1842 by Samuel Riddle, for the manufacture of cotton and woolen goods. The goods manufactured are tickings, stripe and plaid shirtings, cottonades, canton flannels, brown drills, Wyoming sheetings, and tricot, cotton, and Kentucky jeans, which are widely known and appreciated throughout the country.

Benjamin Schofield and Thomas Branson, under the style of Schofield & Branson, in 1838, purchased a property on American, Jefferson, and Philip Streets, and erected their buildings for the manufacture of hosiery. A limited capital confined their early labors to 2 sets of woolen cards, 2 sets of knitting-frames, and 24 hands, but within three years their success in business required enlarged accommodations, and the outbreak of the war between the States multiplying many times the ordinary demand for stockings, it was found necessary, in 1863, to still further enlarge the plant.

The Lincoln Mills, at Manayunk, were founded by David Wallace, in 1859, for the production of cotton and woolen goods. In 1867, James Wallace, the son, was admitted, and the style became D. Wallace & Son. The manufacture of cotton goods at the Globe Mills, on Germantown Avenue, below Girard Avenue, was begun in 1859 by Robert and James Mair. At starting these mills possessed 10 looms, and turned out weekly about 2200 yards of cotton goods. In 1866 the firm of J. & R. Mair built and removed to the Kirkland Mills, at the corner of Adams and Amber Streets, and a new feature was then introduced,—the mixture of woolen and cotton goods. In 1871, James Mair retired, and his son, James Mair, Jr., became a partner in the house of Robert Mair & Co. Isaac Stead commenced the manufacture of reps, terries, and cassimeres in 1863, at the corner of Sixth Street and Columbia Avenue, in the spinning of woolen yarns, employing only about 600 spindles. Very shortly afterward he opened a branch factory at Ninth and Wallace Streets, with 720 spindles, and in 1867 he commenced the manufacture of reps at Coral and Adams Streets, and in 1869 he removed to Taylor and Coral Streets.

The Steadfast Mills, at Frankford, were established in 1868 by Joseph N. Ruch & Co., and were purchased in 1870 by R. Greenwood & Bault, and filled with improved machinery.

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John B. Ellison, who was in his day one of the largest cloth merchants of Philadelphia, was born in this city in the year 1794, his parents being James and Margaret Ellison. He was the oldest of four children, the others being Elizabeth, a prominent minister in the Society of Friends, William C., and Martha B. Ellison.

Mr. Ellison received an excellent academical education at the well-known Westtown School. His tastes developing in the direction of mercantile pursuits, he became, in early years, a confidential clerk with Benjamin Warner, a prominent publisher and bookseller of this city. In 1823 he established himself in the cloth business at the southeast corner of Second and Market Streets, thus inaugurating a mercantile house which eventually developed into one of the most extensive of the numerous commercial features of Philadelphia. In after-years his two sons, William P. and Rodman B., were admitted into partnership with him, the title of the firm becoming John B. Ellison & Sons. Under this name the business is still carried on, although the founder of it has been dead nearly two decades. The members of the firm now comprise, in addition to those named, Henry H., William R., and John B. Ellison, grandsons of the founder, together with William H. Lewis and Samuel Collier. The business of the house, mainly owing to the inflexible industry and unblemished integrity of him who established it, has attained extended proportions, as is evidenced by its handsome and commodious quarters, Nos. 22, 24, and 26 South Sixth Street, extending back to Nos. 13, 15, and 17 Decatur Street, together with its branch houses in London, New York, and Boston. The Philadelphia building was erected by the firm in 1881. There is no wholesale cloth-importing house in America more extensive in its operations than this. In addition to his connection with the great mercantile enterprise which he founded, Mr. Ellison was identified with several other institutions of high standing of a financial as well as of a public character. He was not, however, in any sense of the word, an aspirant for political preferment. His tastes led into entirely different pursuits. He was, nevertheless, emphatic in the interest which he took in the affairs of government, as well as in party development. He ardently espoused Whig principles, and as ardently transferred his attachment to the Republican party when it came into power, in 1861. His belief in the success of the war of the Rebellion was very earnest, but he died one month prior to the final establishment of peace.

Mr. Ellison was a member of the Society of Friends, as were also his ancestors for over a century. He was naturally of a retiring disposition, not at all inclined, as already indicated, to seek undue prominence or public applause. He was strongly given to the exercise of charitable deeds, although mainly in an individual and quiet manner. Early in life he took an active interest in the Philadelphia Society for the Establishment and Support of Charity Schools, which was incorporated Sept. 8, 1801. He was treasurer of the society from Jan. 5, 1841, to Jan. 3, 1860, and chairman of the board of managers, of which he had been chosen a member on Jan. 6, 1829, from Jan. 11, 1860, until his death, which occurred on the 7th of March, 1865.

He was married, Feb. 5, 1824, to Hannah Moore, a daughter of John and Hannah Moore, who was born in the year 1796. She survived her husband over fifteen years, dying on the 14th of July, 1880. They had four children, namely, William P., Rodman B., Elizabeth M., and Margaret Ellison.

Whether Pastorius and his associates brought with them a knitting-machine, and thus founded, contemporaneously with Germantown, the great industry of hosiery and knit goods, which were long known as Germantown goods, will always remain a fruitful source of discussion. That John Camm in 1723 was a "stocking-weaver" is established by the *Weekly Mercury* of December 10th of that year; that he came from Ireland about 1708, as a wool-comber, is also established by records among the Friends; and the deed-book of Chester County bears record that John Camm, a stocking-weaver, bought land from Elizabeth Booth. Alexander Mack, Jr., the son of the founder of the Dunkers, who emigrated from Germany and settled in Germantown, was also a stocking- and glove-weaver. He made a pair of "leg-stockings for his brother Christopher for 5*s.*; one pair of stockings for his man-servant, 5*s.*; another pair for his maid-servant, 4*s.* 6*d.*; a pair for himself as a Christmas-gift on the 25th of December, 1773, 6*s.*; one pair for his wife's sister, 5*s.*; and two pair of gloves for his children, 3*s.*" The Saurs, father and son, had under their superintendence at least twenty-four different trades or occupations, and among them that of stocking-weaving. At an early day, among the characteristics of Germantown was its unrivaled manufacture of superior stockings by hand-weaving. The Rev. A. Burnaby, who traveled through the country in 1759, bears testimony that "their manufactures are very considerable. The Germantown thread stockings are in high estimation, and the year before last, I have been creditably informed, there were manufactured in that town 600,000 dozen pairs. Their common retail price is $1 per pair." An advertisement in the *Pennsylvania Gazette* of May 1, 1766, of "David Mause, hosier," at the "sign of the Hand-in-Hand Stocking Factory," shows that he had lately erected a number of looms for the manufacturing of thread and cotton stockings and other kinds of hosiery. John Murgatroyd advertises in the *Gazette* of Aug. 16, 1770, for stocking-weavers to go to North Carolina, showing that Philadelphia was then recognized as the chief seat of stocking-weaving. A letter from Jacob Morgan to V. S. Bryan, dated Reading, Dec. 23, 1777, shows that there were supposed to be one hundred stocking-weavers in Germantown out of

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employment. The stocking-weavers were a prominent feature in the Federal procession to celebrate the ratification of the Constitution. "Their colors white, with a pair of blue stockings across, a cap above, a finger mitt below, encircled with a gilded heart, a gilded crown, with ten horns or points, each on a blue star; above all the motto 'The Union of American Stocking Manufacturers.'" These facts serve to show that the present great industry of woolen hosiery and fancy knit goods had its earliest plant in Germantown, where it has continued to grow and prosper. Whatever advance stocking-weaving may have made, it is nevertheless a fact that the *present* great industry, in its various branches, had its origin within the last half-century.

So late as 1840 all hoods, scarfs, and a greater part of the woolen knit hosiery consumed in this country were imported from Nottingham and Leicester.

It was not until 1850 that patents for knitting-machines were taken out. In 1840 workmen familiar with the hand-looms began to produce woolen hosiery and fancy knit goods at their homes, and from this small beginning, aided by the cheapness of American wool, the manufacture has developed until importation has almost ceased. So extensively has Philadelphia engaged in the manufacture of these goods that the name of "Germantown goods" has been stamped upon them,—descriptive both of their character and the location of their principal production.

The establishment at Germantown known as the Hosiery-Mills was founded in 1831 by John Button, a native of Leicestershire, England, who emigrated to this country in 1830. His father, Joseph Button, was a lace manufacturer, and the son brought with him as "tools" two small machines for knitting hosiery. These, upon his arrival in Philadelphia, he put in operation, and for twelve months manufactured children's socks, which, from their superior character, found a ready sale. Being the only manufacturer of hosiery by machinery, he enjoyed a monopoly for some years. He removed to Germantown, and set up his two machines on Negley's Hill, near the site of Henson Brothers' mill, and soon afterward added eight other machines. Following the manufacture of children's socks came that of men's hose, as the natural result of success in the former enterprise. Equally fortunate in the latter manufacture, he founded the large establishment, and "Germantown knit goods" became familiar in every city and village of the country. In 1835 he greatly enlarged and extended his manufacture, having purchased three acres at the corner of Main Street and Walnut Lane, and erected a building sufficiently large to accommodate his machinery. Other enlargements followed as the business grew in extent. Conyers Smith, a brother-in-law, was associated with the founder from the first, but withdrew in 1851, and returned to England, possessed of an ample fortune. Joseph Button, a son, was admitted to the partnership. In 1861 the father retired from the business he had founded and so successfully conducted for thirty years. In 1865, Joseph Button withdrew, and his brother, Conyers, became sole proprietor. In 1869 the nephew, Theodore A. Flew, was admitted, the style of the firm becoming Conyers Button & Co.

Thomas Dolan is the senior partner of the firm of Thomas Dolan & Co., proprietors of the vast manufactory of men's wear known as the Keystone Knitting-Mills, which has been entirely built up by his foresight and energy. He was born in Montgomery County, Pa., Oct. 27, 1834. His early tendencies were in the direction of commercial life, and while yet a young man he became connected with a Philadelphia commission house, whose principal trade was in the sale of fancy knit goods and hosiery. It was while engaged in the service of this house that Mr. Dolan acquired his first knowledge of the possibilities involved in the manufacture of knit and kindred woolen goods.

In May, 1861, he began manufacturing, establishing himself at the corner of Hancock and Oxford Streets, on the spot where his present extensive factory buildings are erected. This was early in the era of Germantown goods, and he speedily built up a prosperous trade in them. By 1866, however, there had been a heavy overproduction in the line of knit goods, and the market became sluggish and rather unprofitable for a while. At this juncture Mr. Dolan inaugurated the use of the finest worsted yarns in the manufacture of various lines of goods, particularly of "Berlin shawls," as they were called. Within five years this latter business had been run up to $1,000,000, when suddenly, in 1871, it began to decline with great rapidity. In 1872, Mr. Dolan abandoned the manufacture of Berlin shawls, and, instead, began making worsted materials for men's wear. In 1875 he introduced the manufacture of men's fancy cassimeres and ladies' cloakings, the knit goods trade still being maintained. About 1878 he abandoned the manufacture of hosiery, which he had instituted several years before, and in 1882 the manufacture of knit goods, which had been carried on since his start in business, in 1861, was also given up, and from thenceforth Mr. Dolan devoted himself exclusively to men's wear. At the present time his establishment is the largest in America producing its particular line of goods, and there are very few in the world engaged in so extensive a business.

For many years Mr. Dolan was individually engaged in the manufacturing business. He is now, however, the senior partner of the firm of Thomas Dolan & Co., under whose name the great industry is carried on. Mr. Dolan's partners are Rynear Williams, Jr., Charles H. Salmon, and Joseph P. Truitt. Mr. Dolan has general superintendence of the entire business. Mr. Williams supervises the financial affairs of the establishment. Mr. Salmon superintends the weaving and finishing department, while

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Thomas Dolan

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THOMAS DOLAN & COMPANY.

MANUFACTURERS OF WOOLLENS AND WORSTEDS

PHILADELPHIA

Mr. Truitt's duties are mainly directed to the oversight of the spinning department.

Although distinctly engrossed in his industrial establishment, yet Mr. Dolan has many other business interests, and is officially connected with a number of commercial and public enterprises. He is president of the Quaker City Dye-Works Company, president of the Philadelphia Association of Manufacturers of Textile Fabrics, president of the Textile Dyers Association, vice-president of the National Association of Wool Manufacturers, vice-president of the Union League Club, trustee of the Pennsylvania Museum of Industrial Art, and director in the following-named corporations: Merchants' National Bank, Delaware Mutual Insurance Company, United Gas Improvement Company, Brush Electric Light Company, Philadelphia Traction Company, the School of Design for Women, and the University Hospital.

The Hinckley Knitting-Mills, of Germantown, owe their foundation to Aaron Jones, an Englishman, who came to this country in 1830, and in 1832 set up two old-fashioned knitting frames, thus commencing in a small way the manufacture of shirts, drawers, and woolen hosiery. His son Aaron followed the father's emigration, and was employed as a salesman of the goods. In 1834 the machinery was disposed of to Thomas R. Fisher, proprietor of the Wakefield Mills, Fisher's Hollow, Germantown, and Aaron Jones, the son, became the manager of the mills. He continued to manage the Wakefield Mills with great energy and sagacity, and with entire satisfaction to the proprietor, until 1840, when he retired, and commenced business on his own account. He started with two knitting-machines, in a small mill and house combined, which was the germ of the present establishment. In 1866 his three sons,—Thomas, Aaron, Jr., and John E.,—were taken into partnership, and they have since managed the establishment. The firm-name is now Aaron Jones' Sons, and they employ 200 persons.

Thomas Thompson commenced the manufacture of upholstery goods and cabinet findings, in 1838, at No. 134 Dock Street. The establishment is the first of its kind in the United States. In 1862, Mr. Thompson associated with himself two of his sons, Thomas M. and Lewis A., who, with Washington Nicholson, composed the firm of Thomas Thompson, Sons & Co. Every article which enters into the manufacture of cabinet-ware, cars, carriages, and undertakers' profession, are produced in the establishment. Formerly all their goods were imported, but at the present time, and to a great extent owing to the enterprise and energy of this firm, the American fabrics are finding their way all over the country.

The manufacture of hosiery was commenced by Martin Landenberger in 1843. His business steadily increased until 1847, when the financial panic, which ruined so many others, enabled him to purchase a considerable quantity of wool at very low figures, which, when trade revived, permitted him to extend his works even more prosperously than before. In 1849, his business demanding more extensive quarters, he occupied a new building containing eighteen rooms. In 1856 he removed to the present site in Germantown. His two sons, Martin and Charles, with Charles Wyler, were admitted to the concern.

The Leicester Knitting-Mills originated in 1843, through the efforts of Charles Spencer, who that year in a garret on Main Street, Germantown, commenced operations. In 1846 he removed to the site of St. Stephen's Methodist Episcopal Church, and in 1848 to the flour-mill of Wyndham H. Stokes, on Mill Street, where he remained until 1850, when he erected the mill on Cumberland Street. Mr. Spencer, the father of the founder, was the superintendent of the works until his death, in 1863. Charles, the founder, was sole proprietor until 1857, when his brother William was admitted, and the style became Charles Spencer & Co. In 1867, Charles Poulson was admitted to the firm, and in 1868, Robert S. Spencer became a partner. William G. Spencer retired in 1869, and Charles H. was admitted in 1870.

The manufacture of worsted and woolen yarns was begun in 1847, by Benjamin Schofield, in the second story of a mill at Twenty-first and Hamilton Streets, employing twelve hands and turning out one hundred thousand pounds of yarn. He continued these for three years, and in 1850 removed to a factory at West Manayunk. Two sons, Benjamin, Jr., and John, were admitted into the concern, which continued under the style of B. Schofield & Sons until 1857, when the senior retired, and the firm-name became B. Schofield, Jr., & Brother. Another mill, contiguous to the first, was built in 1872. In 1874, Edward F. Mason was admitted into partnership, and the name was changed to Schofield, Mason & Co.

The manufacture of military trimmings, regalia, and theatrical goods was commenced by William G. Mintzer, at 131 North Third Street, in 1834, and was continued by him until his death, in 1870. His executors offered the establishment for sale, and the entire concern was purchased by R. M. Robinson and C. A. Hart, who formed a copartnership of R. M. Robinson & Co., and operated the business for a year, when Clarence A. Hart purchased the entire interest of his partner, and became the sole proprietor of the business.

The "narrow textile fabrics," commonly called small wares, and known on the continent of Europe as *passamenteries*, are largely manufactured in Philadelphia. Trimmings, embracing so much in a lady's vocabulary, and extending even to men's wear and to their carriages and beds, are in this country often all manufactured by the same parties, notwithstanding the different uses to which the articles may be applied. "Ladies' dress trimmings," as a distinctive branch, is of comparatively late date in the United States. Military goods and carriage-laces come under this branch of textile fabrics. These goods are manu-

factured in Philadelphia in over thirty establishments. That of William H. Horstmann & Sons, established in 1815, was in its infancy confined to the manufacture of coach-laces and fringes, but since that has embraced a wide circle of fabrics. In 1824 the founder, W. H. Horstmann, introduced from Germany the plaiting or braiding machines, and the next year the Jacquard machines. The fancy taffeta bonnet-ribbons of this establishment received the highest praise at the exhibition of the Franklin Institute in 1852. The manufacture of these goods was commenced by J. C. Graham in 1850, and are carried on by Henry W. Hensel, Fisher & Evans, J. B. Cornet, and many others. Sewing-silk, singles, tram, and organzine are manufactured at many establishments, the oldest in date being that of B. Hooly & Son. F. S. Hovey, since 1843, has been engaged in this industry.

There were, in 1880, 151 establishments manufacturing hosiery and knit-goods in operation, employing 100 engines (of 2568 horse-power); power-knitters (circular heads), 7886; balmorals, 441; rib-top frames, 813; sachets and gloves, 189; broad frames, 445; sewing-machines, 2184; hand-knitters, 587,—producing in dozens per week: hosiery, 279,120; fancy articles, 20,870; gloves, 5100; and sachets, 5270.

The investigation of the manufacture of textile fabrics in Philadelphia, made by Lorin Blodget, exhibits the following census returns of the number of establishments and the value of hosiery made in each of the last three census years, as follows:

	Establishments.	Product.
1850	.....	$461,557
1860	103	2,114,315
1870	76	5,368,736

A more careful classification for 1870, made for Philadelphia alone, gave the following:

	Establishments.	Product.
Cotton hosiery	27	$1,499,635
Cotton and woolen mixed	14	865,666
Woolen and worsted	34	1,573,648
Total	75	$3,938,950

This Mr. Blodget considered "undoubtedly short by a considerable amount in value, and omitted nearly half the domestic manufactures; yet the greatest growth of this industry has taken place during the last ten years, increasing the number of establishments more than half, and more than doubling the total production." This opinion was confirmed by the census of manufactures taken in June, 1883, by which it was ascertained that the hosiery and knit-goods establishments numbered 95, employing 8306 operatives, and producing $8,173,415 of value annually.

The earliest mention of the manufacture of carpets in this country is that of William Calverly, of Loxley's Court, whose carpets were "asserted to be superior to those imported, and which was thought worthy of exhibition at the Coffee-House." The date of this is supposed to be 1774. The manufacture of Turkish and Axminster carpets was begun in 1791, in the Northern Liberties, by William Peter Sprague, who wove a national pattern with a device representing the crest and armorial achievements pertaining to the United States. John Dorsey, in 1807, was manufacturing carpets in Philadelphia which were "considered equal to the best imported." In 1830 every description of carpeting made in Europe was produced in this country, and of a quality nearly equal to the imported; and this manufacture has continued to grow and increase in extent of production and beauty and variety of style until the country is nearly independent of all European competition.

The census of 1860 showed 124 establishments engaged in this manufacture, with an aggregate capital of $882,625. The raw material annually used was valued at $1,393,771, giving employment to 1925 males and 755 females, and producing an annual value of $2,915,618. In 1870 the establishments had increased to 244, the aggregate capital to $3,341,000; the value of raw material annually used to $5,675,697; the number of males employed to 3453, and that of females to 1253; and the value of the annual production to $10,191,784. Lorin Blodget, reviewing the census of 1870, says, "The carpet manufacture has an organized association, and its great advantages in the last five years can be definitely stated. The increasing use of the class most largely made here has taken the entire production as promptly as it could be offered, most of the trade being from the manufacturers direct to western consumers. Large establishments for the manufacture of Brussels, Axminster, velvet, and other higher grades have been erected since 1869, and these now amount to about one-fifth of the production.

The report of the society for 1875 claimed a total manufacture of nearly 19,000,000, and an increase in the machiney in the form of mills, steam-power, looms, etc., of more than 100 per cent., and says, "There is a considerable increase in the relation of steam to hand-power on the looms, and of steam power in the spinning machinery. The full diversity of forms desired in consumption being now supplied here, the quantity imported has greatly fallen off, and little attempt is made in Western cities to obtain any portion of foreign." The estimated value of the carpet production of the city for 1875 was $19,000,000. The census of 1880, as regards Philadelphia, was very unsatisfactory to her people and authorities. Its accuracy, as far as it went, was questioned, and the extent of its inquiries was not deemed wide enough. So far as carpets were concerned, the report fell far short of the estimate made by Mr. Blodget for 1875, the value of the annual product being stated at only $14,263,510. The census returned but 170 establishments, while the census for 1870 reported 244, and that for 1860 enumerated 124. The capital employed in 1880 was set down at $7,174,483, and the value of materials at $8,964,381. These figures appearing

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J. & J. DOBSON,
CARPET, BLANKET, CLOTH AND PLUSH MILLS,
PHILADELPHIA.

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inconsistent with those of previous reports, and with the known increase in manufactures, the city authorities, in 1882, set on foot an enumeration of industries, from which it appears that in carpet manufacture there were as follows:

	No. of Establishments.	Total Labor.	Value of Products.
Carpets, Brussels, tapestry, ingrain, etc.	237	11,043	$20,300,445
Carpets, rag, list and chain	99	187	235,000
Carpet, wood	1	55	82,500
Oilcloths	3	471	1,497,850
Total	340	11,756	$22,115,795

The Monitor Carpet-Mills were established by John Dornan in 1863 with three looms and four hands. In 1866, the demand for increased room and the concentration of his workmen induced him to purchase the site on Oxford, Howard, and Waterloo Streets, at the same time raising the number of his looms to fifty. Robert Dornan, a brother, became at this time a partner, and in 1868, still larger quarters were demanded.

The carpet-mills of John Bromley & Sons originated in 1845, with a single hand-loom worked by John Bromley in a rented room at Germantown road and Fifth Street. In 1860, he had thirty-seven hand-looms in operation, and larger quarters being necessary, he removed to the corner of York and Jasper Streets. In 1868, his elder sons withdrew and established the carpet-house of Bromley Brothers, opposite to their father's mill.

In the manufacture of carpets in 1880, Mr. Blodget enumerated by name, location, power employed, looms, etc., 216 establishments, with 4132 hand-looms and 1346 power-looms, whose monthly production was 2,756,400 yards, making a yearly production of 33,076,800 yards. When the statement was made at the meeting of the National Association of Wool Manufacturers, held in November, 1879, in Philadelphia, that the carpet manufacture of the city would reach 20,000,000 yards for the year, it was received with much incredulity, yet the most absolutely faithful examination and record of looms in operation, afterward made, showed that over 30,000,000 was the product of the city's looms.

The carpet manufacture was begun in 1830 by Andrew and William McCallum, who had then recently emigrated from Scotland. In 1831 the three-story stone building erected in 1813 by Jacob Clemens, and which had been used by various occupants in many ways, was purchased by the brothers McCallum, and, from its location in a valley where there was a rather remarkable echo, received the name of the Glen-Echo Mills, by which they are known all over the Union. The firm is now McCallum, Crease & Sloan.

The origin of the Oxford Carpet Mills was in 1832, the founder being William Hogg, who continued the business until 1846, when he retired, having amassed a considerable fortune, leaving the business to his son, William, who, in connection with a younger brother, continued the same until 1850, when the partnership was dissolved, William becoming sole proprietor.

The Falls of Schuylkill Woolen-Mills were established by John Dobson in 1855, who associated with himself, in 1861, his brother, James Dobson. Extensive additions were made from that time to 1874, when it became the largest individual enterprise in the United States, employing 1400 hands.

The manufacture of carpets by William Hunter & Sons commenced in 1857, on Hanover Street. In 1863 it was found necessary to enlarge the facilities, and he rented the adjoining property until that on Cumberland Street was purchased, in 1866, when the concern became known as the Cumberland Mills.

The early German and Irish population in the province gave much attention to the cultivation of flax and hemp, and a duty was imposed at a very early day on the importation of these articles. As early as 1684 the productions from both flax and hemp won the commendations of the proprietary, and to stimulate their manufacture a premium was offered for the first piece of cloth. The export of flaxseed to the extent of 9895 hogsheads, valued at £22,263, shows the extent to which this article was cultivated as early as 1750. The bounty laid by Parliament on hemp, together with that granted by the Assembly in the "Act for Continuing the Encouragement for Raising and Imposing Penalties on Persons Manufacturing Unmerchantable Hempin to Cordage," gave an impetus to these manufactures, which Thomas Maskin illustrated in Latin hexameters as the happy condition of the farmer, fed and clothed from the products of his own fields.[1]

In 1698 the manufacture of a variety of linen goods is mentioned, which daily improved in quality, and Beauchamp Platagenet says, "The soil would yield a half-ton of flax and a ton of hemp, worth £12 to the acre, and a profit of 6s. a day to the labourer." The linens made at that day were for the most part of quite a coarse texture, but served the purpose of the colonist. The cost of labor, we learn from a letter of Penn, retarded the work and caused the stoppage of the one establishment engaged in the manufacture of sail-cloth, ticking, and linens. In 1727, Charles Brockden, Samuel Harrison, and Joseph Breintnall petitioned the Assembly, setting forth that they had advanced a considerable joint stock for the manufacture of sail-cloth, and, after many impediments, had manufactured a good merchantable piece; "but, as it happens to things new and useful, many must be made before the operators can become expert and ready, so that it is not yet capable to defray its expense without some suitable encouragement of the publick." For this reason they prayed that a bill should be brought in upon the subject. The petition was laid on the table. In 1764 efforts were

[1] "Esurias dulces epulas depromit inemptas
Et proprio vestis vellere texta placet."

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made to assist the poor in several ways. A number of the inhabitants, for the purpose of furnishing means of employment, agreed to form themselves into a company and to raise a common stock to be laid out in the purchase of hemp, flax, and land, in employing people to manufacture the same into coarse linen. For the better carrying this plan into execution, they agreed to purchase William Brown's interest on Penn Street, near Pine, and there to prepare and erect suitable buildings for carrying on the design. Buildings were erected, and more than 100 persons were employed in spinning and weaving. Others wanting to engage, it was resolved to reduce the shares to £100, the capital not being less than £75,000. This enterprise flourished until the troubles of a few years afterward distracted the attention of the company from the proper prosecution of their business. In 1774 a linen-printing establishment was set up on the Germantown road, near the three-mile stone, by John Walters and Thomas Bedwell, where it was advertised "a single gown may be printed; waistcoats, chair-bottoms, &c., in durable colors." In 1775, John Marshall, thread-maker, an Englishman, who had been employed by the managers of the House of Employment, requested patronage for a twisting- and throwing-mill of his own invention. A committee reported that he was worthy of encouragement, and in the same year the Society for Promoting American Manufactures applied for assistance, stating that they employed 700 spinners, weavers, and bleachers. The high price of flax operated as a discouragement. They desired the Assembly to offer bounties for raising it "on the Dublin plan."

In 1779, Hewson & Long re-established, in the latter part of the year, in Kensington, adjoining the glass-works, a linen-printing factory. In the advertisement they said,—

"They intend carrying on the printing of blue handkerchiefs with white spots; also neat gown-patterns of the same color, which they will warrant to be as durable in washing and color as any imported from Europe. Little need be said of the ability of the subscribers, as there are a number of yards now in wear, done by them, equal to any done by the boasted Britons. The savage followers of Great Britain have made such destruction of their works and materials that renders them unable to carry on their business in all its branches."

The number of oil-mills in the province in 1784 indicated a great production of flax, and as but few, if any, linen-factories existed, a vast household manufacture of linen was to be inferred. In the celebration of the adoption of the Federal Constitution there were about sixty representatives of the rope-makers of the city, who bore the motto, "May the production of our hands be the neck-cloth of him who attempts to untwist the political rope of our Union."

One of the earliest manufactories of any extent in the United States for spinning and weaving flax, hemp, and tow by water-power was that of James Davenport, put in operation with machinery, patented in 1791, at the Globe Mills, at the north end of Second Street. It was visited by Washington and several members of Congress, who expressed their great satisfaction at the ingenuity and novelty of the machinery. The President, in particular, evinced a high opinion of the merits of the patentee, Mr. Davenport, and an earnest wish that a work so honorable to the infant manufactories of the Union might be extended to other parts of the country. The labor was performed by boys, one of whom was able to spin, in a day of ten hours, 292,000 feet of flax or hempen thread, using 20 to 40 pounds of flax or hemp, according to its fineness. One boy could also weave, on the machinery, 15 or 20 yards of sail-cloth in a day. Specimens of the spinning were deposited in Peale's Museum for public inspection. It was the purpose of Mr. Davenport to manufacture the machinery for sale, but he died soon after, and the apparatus of the Globe Factory was sold in 1798, and the business broken up.

John G. Baxter was recommended by Governor Snyder in a special message, sent to the Legislature in 1809, for patronage and reward as the meritorious inventor of a machine to manufacture flax and hemp into yarn, whereby four persons could do the work of thirty. Notwithstanding this strong indorsement, the committee to which the subject was referred grudgingly recommended an appropriation of three hundred dollars, but the Legislature, yet more niggardly, refused to give anything.

Two establishments for the spinning and weaving of flax existed in 1810 in the vicinity of the city, one of which produced annually 72,000 yards of canvas made of flax and cotton; in the other the flax was both packed and spun by machinery. Thirty looms were employed, and it is said 500,000 yards of cotton bagging, sail-cloth, and coarse linen might be made annually. The manufacture of linen goods fell off all over the country as the development of cotton manufacture progressed. The censuses of 1860, 1870, 1880, and the summary for 1882 do not enumerate one establishment in the city. The manufacture of cordage in this city was begun at a very early day, there being in 1689 several rope-makers having "large and curious ropewalks, especially Joseph Wilcox." Robert Graves' patent for a cordage-machine was purchased in 1827–28 by Tiers & Myerle, of Philadelphia, who established a large factory for the manufacture of cordage on a new principle, the threads being placed on different revolving spools, passed through perforated cast-iron plates, and then through a cast-iron tube of suitable diameter for any size of rope. The cordage factories of the city in 1860 numbered 7 establishments, with an aggregate capital of $187,500, in which the raw material annually consumed was valued at $131,339, giving employment to 183 men and 3 women, and producing an annual product of the value of $252,850. In 1870 there were 9 establishments engaged in this manufacture, whose aggregate capital was $528,700, in which the wages paid for the year amounted to $114,720, the raw material

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Edwin H. Fitler

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to $438,882, and the annual product to $969,570. In 1880 there were 10 establishments, whose capital was $925,500, the material consumed being valued at $1,090,500, and the annual product at $1,541,748. The product in 1882 was valued at $1,973,000. The flax spindles then numbered 1000.

The largest manufacturers of cordage in this city are the firm of Edwin H. Fitler & Co. Edwin H. Fitler, the senior of this firm, was born on the 2d of December, 1825, at the old Fitler homestead, at Second and Otter Streets, where his parents, William and Eliza Fitler, had resided for many years. He received an academic education, and decided to adopt the law, together with conveyancing, as a profession. With this purpose in view, he entered the office of Charles E. Lex, afterward city solicitor. He was also for some time in the office of his brother, Alfred Fitler. During this period of his life he acquired much practical information which has since been of great benefit to him. As he himself says, he learned enough law to know when and how to keep out of its entanglements. But his tastes and inclinations were almost entirely toward mechanical and industrial pursuits, and he finally concluded to abandon his legal studies for more congenial associations.

In 1846 he entered the cordage manufacturing establishment of George J. Weaver, which at that time was situated at the corner of Germantown Avenue and Tenth Street. Two years later he became associated with Mr. Weaver in the conduct of the business, the name of the firm being George J. Weaver & Co. In 1859, Mr. Fitler bought out his partner. After that, at various times, a number of partnership changes occurred, until the formation of the present firm of Edwin H. Fitler & Co., the members of which are Edwin H. Fitler, Conrad F. Clothier, Edwin H. Fitler, Jr., and William W. Fitler. Ever since 1859, however, Mr. Fitler has been the actual as well as the nominal head of the firm, the business operations of the establishment, under his vigorous and efficient direction, expanding year by year, until at the present time there is no other manufactory in the United States which produces so great a quantity of material as does the firm of Edwin H. Fitler & Co. In 1880 the establishment was removed to Bridesburg, in the northeastern portion of the city, about fifteen acres of ground being required to accommodate the plant. In all his business dealings Mr. Fitler bears an unsullied reputation for straightforward and conscientious conduct.

Besides his great cordage industry, Mr. Fitler is identified with other enterprises of wide scope and importance. He is a director in the North Pennsylvania Railroad Company, the Northern Liberties Bank, the Northern Liberties Gas Company, and the Arch Street Theatre Company. He is also president of the Cordage Association of the United States, as well as a director of the Edwin Forrest Home.

Although Mr. Fitler is essentially a business man, and the active head of a vast industrial enterprise, he is, nevertheless, equally as active in his attention to public affairs. After such a statement it may appear parodoxical to say that he has never held office in his life, nor has he ever been an officer-seeker. Nominations for high positions, municipal and State, have been repeatedly offered him, but he has ever declined to enter a contest for political preferment. He has, nevertheless, for years maintained a very high position in the councils of the Republican party, whose principles he espouses, and there is, probably, no man in private life in Philadelphia whose name is more widely known throughout the State than is that of Mr. Fitler. He has also been of incalculable assistance to his party by reason of his generous pecuniary contributions, and by his valuable services as chairman of State Finance Committees, as well as through his active efforts looking toward the promotion of that ofttimes powerful political factor, the Union League, in which he is at present a vice-president. In every sphere and from every point of view, Mr. Fitler is undeniably a public-spirited citizen of wide influence in the community.

Among other manufactures, the possibility of making silk engaged the attention of Penn, and in 1726 he wrote of it that "Providence seems now to have pointed out one more method for employing even the Mean and Weak, as well as others of both sexes to considerable advantage by raising silk, *which, as I am credibly informed, is produced here as fine and good as the world affords, and with as much ease.*" From the same authority we learn that in 1736, "there was a distant prospect of some advances toward a silk manufacture, and some among them had shown how practicable a design of that kind was by making some small quantities equal to French or Italian."

This industry continued to grow in interest, for a London paper of Nov. 7, 1765, notes the departure, within four days, of 100 journeymen silk throwsters for New York and Philadelphia. The American Philosophical Society continued to encourage the young manufacture by setting on foot, at the suggestion of Franklin, then in London, a subscription for a filature of raw silk, which was established in Philadelphia in 1769, under the management of a skillful and intelligent Frenchman. To Franklin, among others, was intrusted the dispensation of the premiums of the Society of Arts in the province, and he also sent a copy of the work on rearing silk-worms, by Sauvage, which furnished valuable aid. A plan and address from the committee of the society asked public encouragement and power to grant premiums to the amount of £500 yearly. The amount of £900 was raised during the first year, in sums of from £10 to £15, and was headed by that of Governor John Penn for £20. Cocoons were purchased with this money, and the building of the reeling establishment commenced. Silk-worm eggs and mulberry-trees were imported, and a digest of instructions compiled, pub-

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lished, and distributed. In January, 1750, the filature was opened on Seventh Street, between Arch and Market. In 1771, 2300 pounds of cocoons were bought and reeled by the society. The first and second prizes were awarded for silk culture to Susannah Wright, of Columbia, and Joanna Entween, of Bethlehem. Out of Mrs. Wright's silk a court dress was made for the queen of England, and samples of it were deposited in the Philadelphia Library. New premiums were proposed of £20 for any quantity of cocoons over fifty thousand, £15 for forty thousand, and £10 for twenty thousand. Nicholas Garrison, of Race Street, notified the public that he would have mulberry-trees to sell in the spring at two pence each; and John Kaighn, Second Street, next door but one to Christ Church, had silk-worm eggs for sale. The society prepared during the season 150 pounds of reeled silk of such quality as sold in England for 20*s.* and 25*s.* per pound, exclusive of the Parliamentary bounty.

A considerable quantity of silk stuffs was made by Grace Fisher, a minister among the Quakers, some of which Governor Dickinson presented to the celebrated Mrs. Catherine Macauly. Dresses of domestic silk were worn before the Revolution by the mother of the Hon. Francis Hopkinson, and many other ladies, some of which, as heirlooms, have descended to, and are cherished by, their families. The reeled silk of the filature brought 19*s.* 2*d.* per pound, in London, while the China silk was selling at the same time for £1 2*s.* 6*d.* The filature undertook to reel silk for private owners at 6*d.* per ounce. The Assembly granted £1000 to the society in March. Nevertheless, the society lost by paying too much for cocoons, many of which were dried and useless.

This early effort at silk-raising and manufacture was terminated as a public enterprise by the Revolution. After the peace with Great Britain it was partially revived by individuals, and Dr. Aspinwall, of Connecticut, planted a nursery of Italian mulberries on Poplar Lane, in Philadelphia, but as the filature was never reopened, the cultivation was abandoned.

In 1827 Dr. James Mease, of Philadelphia, in accordance with a Congressional resolution, prepared a manual on the growth and manufacture of silk, and the business was resumed in this city by Mr. Tees and B. F. Pomeroy. The *Moris multicaulis* fever sprang up, and in April, 1828, the Pennsylvania Society for the Promotion of the Culture of the Mulberry and the Raising of Silk-Worms was organized, and offered premiums of various amounts for the greatest quantity of sewing-silk of the best quality, for cocoons, mulberry-trees, etc.

Another filature was opened in Philadelphia, but it did not succeed, although it turned out some products of the finest grade. Two banners of Philadelphia silk, each twelve feet long and six feet wide, were woven, and, having been dyed by some Germans in the city, were exhibited, with a few smaller articles, as cravats, handkerchiefs, etc., at the fair of the Franklin Institute, in 1830, and at the ensuing session were presented one to the Congress and the other to the Legislature of Pennsylvania, and were received by both bodies with appropriate acknowledgments. The samples of silk from this filature were assayed for the Chamber of Commerce at Lyons by a sworn and licensed assayer, and declared to be of an extraordinary quality, and admirably adapted to the uses of fabrication.

The excitement upon the subject of silk continued through 1835, in which year the "Philadelphia Silk Culture and Manufacturing Company" and other associations were formed. The Legislature of Pennsylvania added to the excitement by offering, in 1838, a premium of twenty cents a pound for cocoons, and fifty cents for reel silk, produced in the State, until 1843. The reaction came in 1839, and silk-raising died out. The manufacture of goods from silk, however, is now an important industry in Philadelphia. In 1880, Mr. Blodget wrote, "There are several new classes of goods made in the mills in and near Philadelphia, seven or eight of them being occupied in making silk-mixed upholstery goods or furniture coverings, with as many more on reps and terry, not including silk. Fringes and trimmings of silk and of *Schappe* silk, or silk waste, chenille trimmings and ornaments are largely made, ten or twelve establishments being so occupied. The silk and silk-mixed ornamental manufactures will reach fully $6,000,000 in value for the year 1880, if continued at the present rate of production." There were 51 silk-manufacturing establishments here in 1880, with 14,250 spindles.

The silk industry in 1882 was as follows:

	Establishments.	Value of products.
Silk, tram, organzine, and spun	5	$710,000
" machine twist ½	1	140,000
" spun and noils yarn	4	170,000
" curtains and turcomans	10	524,000
" and mixed upholstery goods	14	1,682,000
" ribbon ⅔	1	261,000
" dress-goods ⅔	1	[illegible]
" and mixed trimmings	30	4,166,000
" gimp	2	111,000
" knit goods	5	114,000
" dyers' yarns	7	255,000
All silk	80	$8,464,000

In both the wholesale and retail departments of the dry-goods trade Philadelphia has long been conspicuous among the commercial centres of the Union; and although the business is now so vast and diverges into so many channels that it is impossible to accumulate its statistics, yet, as a dealing and distributing point, this city undoubtedly surpasses all others, with, perhaps, the exception of New York. A brisk trade between Philadelphia and the English ports began soon after 1790, and "about this time," as an old chronicler says, "on the arrival of the spring and fall ships from England, the pavements all along Front Street, from Walnut to Arch Street, used to be lumbered and strewed before the doors of the importing dry-goods

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James B. Orbright

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merchants with boxes and bales of English merchandise. . . . The city retailers, principally females, were to be seen hovering about as butterflies near the rivulet, mingling among the men, and viewing with admiration the rich displays of British chintzes, muslins, and calicoes of the latest London fashions." From such beginnings as these the dry-goods business of the city has, within some ninety years, grown to the proportions typified in the importing, jobbing, and retail houses that yearly handle many millions of dollars' worth of fabrics. At the head of these great dealers has long stood the firm of Hood, Bonbright & Co.

James Bonbright, now the senior partner, was born on the 19th of February, 1826, at Youngstown, Westmoreland Co., Pa. At the age of eighteen he came to Philadelphia, and entered the wholesale dry-goods house of Samuel Hood & Co., at No. 435 Market Street. A few years later he became a member of the firm, and upon the retirement of Samuel Hood, in 1849, the existing firm-name of Hood, Bonbright & Co. was adopted, Thomas G. Hood succeeding his father. The business of the house steadily increased, its requirements being met from time to time by removal to more commodious quarters. The present fine warehouse, on Market Street, running through to Filbert, was occupied in 1872, and has since been greatly enlarged by an additional structure on Filbert Street. The business of this firm is now by far the largest ever done by any dry-goods importing and jobbing house in Philadelphia, and extends into almost every State and Territory in the Union. Though Col. Thomas G. Hood retired from the firm in 1882, leaving Mr. Bonbright the senior partner and head of the house, the firm-name remains unchanged.

A memorable act of integrity in the history of the firm with which the subject of this sketch has been so long identified, deserves record in connection with his name. The following paragraph, relating to the act, is taken from *The North American*, in its issue of Nov. 18, 1881:

"Elsewhere in our columns this morning we publish a statement of a very remarkable and unusual character. It is such a statement as no business man of Philadelphia can read without a feeling of mingled pride and admiration,—admiration at the conscientious integrity which it illustrates, and pride at the fact that it is a representative Philadelphia firm which has furnished this striking and signal example of high-minded honesty. Nearly twenty years ago the firm which has since then developed into the great and well-known house of Hood, Bonbright & Co., sustained, through no fault of its own, reverses so disastrous as to compel its suspension. It made an honorable composition with its creditors and continued business. Its members then and there determined that the obligations which had been remitted should be paid to the last dollar, and from that time until now they have been engaged in accumulating a fund with that design. The fund has just reached the required amount, and distribution has accordingly been made to the amount of over $100,000. The creditors who in 1861 gave an insolvent firm an opportunity to retrieve its fortunes, have lost nothing by their magnanimity, for they have now been paid principal and interest in full."

The event here referred to gave Mr. Bonbright the profoundest satisfaction. Worthily seconded by his associates, he had labored and waited for it with unfaltering resolution. The final accomplishment of the cherished purpose was to him as the crowning success of his business career.

Cotton seed were carried into Carolina by Mr. Purry, who settled a colony of Swiss near Purrysburg in 1733. From there it extended north, and was grown in the neighborhood of Philadelphia at the commencement of the Revolution. A letter from Richard Leake, of Georgia, to Thomas Proctor, in 1788, referring to the difficulty of cleaning the seed, says, "I am told they do this with great dexterity and ease in Philadelphia, *with gins and machines made for that purpose.*" This passage has led to the inference that the foot gin had already been in use in Philadelphia. Through the influence of a society formed at Philadelphia, principally with a view to its manufacture, great increase in the growth of this plant was made. The invention of Eli Whitney, in 1793, conferred not only on the cultivators of cotton, but on all who use it, a benefit that cannot be estimated in money. On Dec. 20, 1791, William Pollard, of Philadelphia, patented a machine for spinning cotton, which is stated by Mr. White to have been the first water frame erected in the city. The want of success on the part of the inventor retarded the manufacture. At that time cotton machinery of all kinds was manufactured in the city, and John Butler, "cotton-machine maker and plane-maker," carried on the business at No. 111 North Third Street, and Mr. Garlich, from Great Britain, also made them. Felix Crawford, maker of flying shuttles, advertised himself at 364 South Second Street.

The first spinning-jenny seen in America was exhibited at Philadelphia early in the year 1775. In the *Pennsylvania Magazine or American Monthly Museum* for that year[1] may be seen a cut and description of this "new invented machine for spinning cotton or wool."

John Hague had invented at this time another spinning-jenny, and received from the Assembly £100 as a recompense "for introducing into this State a useful machine for carding cotton." In April, 1776, a committee of the Assembly reported "that upon examination they find the said machine was made and used in this province by both the persons above named (Tully and Hague) nearly at the same time, but unknown to each other, and that the committee think they are therefore alike deserving of reward." They recommended that £15 be awarded to each. On the recommendation of the United Society for Promoting American Manufactures in Philadelphia, the Assembly resolved to distribute one machine to each county at the expense of the State. An appropriation of £40 was awarded by the same society to John Marshall, an English thread-maker in the employ of the society, in 1776, for a silk-twisting and throwing mill of his invention. The encouragement

[1] Page 158.

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given to such inventions by the State Legislature, the American Philosophical Society, and by associations for promoting general or special manufactures was such that in 1789 some machinery of the kind was was made in Philadelphia as well as in England. From the writings of Mr. Tench Coxe, it appears that a full set of Arkwright machinery for spinning cotton was in the city prior to 1790.

The first joint-stock company formed for the manufacture of cotton,[1] and by some authorities believed to be the first joint-stock company for any kind of manufactures in this country, was the United Company of Philadelphia for Promoting American Manufactures.[2] It was to continue three years from the date of the first general meeting, Feb. 22, 1775. The shares were £10 each, and the company was to begin the manufacture of woolens, cottons, and linens, and to carry it on to the greatest extent that their capital would admit. The first general meeting of the subscribers was held March 16th. Dr. Rush was elected president; Joseph Stiles, treasurer; James Cannon, secretary; Christopher Marshall, Jacob Winey, Isaac Gray, Samuel Wetherill, Jr., Christopher Ludwick, Frederick Kuhl, Robert Strettel Jones, Richard Wells, Thomas Tilbury, James Popham, and Isaac Howell, directors. On the 21st of March the house of William Smith, in Market Street, was leased for three years, at £40 per annum, for a factory. In October the factory employed 400 women. On November 8th, Robert Strettel Jones delivered the oration of the third year, from which it appears that the value of the linen goods manufactured amounted to £1443 1*s.* 7*d.*, and the value of the woolen and cotton goods was £474 12*s.* With raw materials and other assets, the stock amounted to £5081 9*s.* 10*d.*, exclusive of implements, new looms, and other machines valued at £254 14*s.* The value of one share, originally £10, was at the end of the second year £17 6*s.* 6*d.* It does not appear how long the original company conducted the business. Samuel Carpenter appears to have continued the woolen and cotton manufactory, as two years later he contracted with Congress to make woolens for the army. The business of the original company was resumed in 1787 by Tench Coxe and several of the first members in the same building, which was burned by an incendiary about 1790.

We have seen that to the United Company of Philadelphia belongs the honor of introducing the first spinning-jenny into this country, as well as that of first attempting to make cottons. This was in 1775. Two years after, the Pennsylvania Society for the Encouragement of Manufactures and the Useful Arts was instituted. An effort to obtain Arkwright's machinery had failed, but the ordinary cotton goods were nevertheless being manufactured. The society was opened to all citizens of the United States, and its organization provided for a president, four vice-presidents, two secretaries, a treasurer, twelve managers, and a committee for manufactures. An admission fee of 10*s.* was required, with an annual fee of the same amount for expenses and premiums, and a manufacturing fund was to be raised by subscriptions of £10 or upwards, the profits from which were to be divided among the subscribers, who were to be the owners of the grounds, buildings, and improvements of the society, and the shares were made transferable. The development of the industry of the country was so fully aroused that there were eight hundred and fifty-three subscribers to the society in August, 1787.

Gen. Thomas Mifflin was elected president, and committees were appointed in the various wards to solicit further aid. The society also took measures to procure machinery for the manufacture of cotton from Europe, and in March, 1788, the managers obtained two complete machines for carding and spinning cotton, one of which would card forty pounds of cotton per day, and the other was capable of spinning fifty threads at a time. The news of the arrival of this apparatus was considered so important that it was thought worthy of special public congratulation.

The society immediately set to work to establish the enterprise. The machines were set up and some pieces of stuff were woven. In June, 1788, another bulletin of the progress of the undertaking was sent out.

By the 1st of November from the factory of the society there had been turned out 11,197 yards of jeans, satinets, and other goods.

The contributions to the Society for the Encouragement of Manufactures and the Useful Arts up to the 1st of November amounted to £1327 10*s.* 6*d.* The expenses were £453 10*s.* 2*d.* There were then 26 looms at work. Application was made to the Assembly for assistance. The managers stated that, by actual experiment, they had demonstrated the practicability of carrying on the manufacture of divers kinds of cotton goods to great advantage. They were of opinion that further beneficial results might be had by introducing the most approved machines used in Great Britain. An artist skilled in the management of them was in the city, and had offered his services. The society was too poor to engage him, and the encouragement of the Legislature was requested. The committee of the Assembly reported favorably; and on the 26th of March, 1789, was passed "an act to assist the cotton manufactures of this State," by which £1000 were appropriated as a subscription to one hundred shares of the stock of the society. The people were strongly in favor of

[1] "The first cotton-mill established in Philadelphia, Mr. Freedley is informed, was at La Grange Place, near Holmesburg, the machinery of which was supplied by Alfred Jenks, a pupil and colaborer with Samuel Slater, who established his manufacture of cotton machinery at Holmesburg in 1810. The oldest now in operation is the Keating Mill, in Manayunk, owned by J. C. Kempton."—*Philadelphia and its Merchants*, p. 233.

[2] This company is often spoken of as "the Manufacturing Society."

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every measure that would tend to assist the manufactures of the country. Frequently arguments were written and published to add additional strength to the popular opinions. An article stated that jeans could be made so as to undersell those imported from England; and that the thread, cotton, and worsted hosiery manufactured in Germantown, Bethlehem, Lancaster, and Reading, which were sold at a dollar a pair, were of the same fineness as the imported stockings, which sold at 8*s.* 4*d.* and 8*s.* 6*d.* per pair. There were two hundred and fifty stocking-looms in the State, producing, on an average, one pair and a half of stockings per day, worth per annum £44,015 12*s.* 6*d.*

The manufacturing operations were under charge of the manufacturing committee. The address of Tench Coxe, before the society, on Aug. 9, 1789, in the University of Pennsylvania, furnishes somewhat in detail both the objects and the operations of the society. They seem to have been charitable as well as useful, and to design relief to the industrious poor as well as the employment of machinery. The interests of agriculture were not outside its care, and the encouragement of the cultivation of cotton came within its scope. Since 1762 great progress had been made in the manufactures of Philadelphia, which, Mr. Coxe's address shows, included hosiery, hats, gloves, wearing apparel, coarse linens and woolens, cotton goods, wool-cotton cards, and many other articles. The board of managers offered, in 1787, a gold medal of $20 value for the most useful machine or engine to be moved by water, fire, or otherwise, by which the ordinary labor of hands in manufacturing cotton, wool, flax, or hemp, should be better saved than by any machine then in use in the State; also for raising and cleaning the greatest quantity of hemp, flax, or cotton; for the best specimens or patterns of printed linens or cotton goods stained within the State; for letter-press, in bound volumes, from Pennsylvania types and paper; for earthenware, flint-glass and bottles; for the greatest quantity of wool, and for bleached wax for candles. Premiums of $30 were offered for the greatest quantity of hemp or swingled flax, and the greatest number of smiths' anvils; and premiums of $50 for the greatest quantity of potash and pearlashes, and for the greatest quantity and variety of painters' colors made from the fossils and earths of the United States.

The premiums and awards of the society greatly promoted the cause of manufactures, and in connection with the large sum offered by the Legislature for a machine for making rolls for spinning, are said to have induced Samuel Slater, the father of cotton manufacturers in this country, to emigrate here. John Hewson, stimulated by these premiums, and with a loan of £200 from the State, under the act of March, 1789, was able "to enlarge and carry on the business of calico-printing and bleaching within this State." He was elected to print for the society in 1788, and Gen. Washington was accustomed to point with pride to the domestic fabrics upon the person of Mrs. Washington from the establishment of Hewson.[1] The report of Samuel Wetherill, Jr., chairman of the manufacturing committee, made in 1788, shows the progress of the society in its first year. The contributions received in cash amounted to £1327 10*s.* 6*d.*; the expenditures for machinery, etc., to £453 10*s.* 2*d.*, leaving a "circulating" capital of £874. Between 200 and 300 poor women had found employment and competent wages; a carding-machine and four jennies of 40, 44, 60, and 80 spindles had been set up. There had been manufactured 2959½ yards of jeans, 197½ yards of corduroys; 67 of federal rib, 57 of beaver fustian, 1567½ of plain cottons, 925 of linen, 1337½ of tow linen; total, 7111 yards. The net profit of their business was about thirty per cent. This exhibit of the operations for the first year was considered highly satisfactory by the Board of Managers, and being impressed with the importance of the cotton branch, they "beg leave to recommend in the strongest terms the prosecution of the manufacture by fresh subscriptions until a knowledge and due sense of its value shall induce some proper persons, either citizens or foreigners, to undertake the business.

This society succeeded the United Company of 1775, and occupied its building at the southwest corner of Market and Ninth Streets, which was rented from William Bingham at $40 per annum. The building was burned by an incendiary on the night of March 24, 1790. The Supreme Executive Council offered a reward of $300 for the apprehension of the author of an anonymous letter threatening to burn the manufactory, or for the incendiary. The perpetrator was never discovered. It was supposed that the place was burned by some enemy of American manufactures.

The influence of both of these companies upon the rising manufacturers of Philadelphia is traceable for several years through many of the branches of manufacture. Their influence extended even into political circles, and, together with that of Mr. Coxe, was exerted into so shaping the Federal Constitution that it would remedy many of the evils existing under the Articles of Confederation. Its success in manufacturing cotton caused many of the Southern delegates to the Federal convention earnestly to urge upon the people of their States an increased cultivation of cotton.

Tench Coxe, the ardent and able promoter of do-

[1] In November, 1789, the managers of this society addressed the Assembly in a petition. They stated that it was necessary, in order to protect the manufactures of the commonwealth, that a stop should be put to the practice of seducing artists and skilled mechanics to leave the State and take employment elsewhere. Another abuse was the exportation of machines and models, the evil effects of which had been shown in the purchase of two models for cotton factories, which had been sent abroad. They therefore proposed that the Legislature should pass a law to prevent such practices in the future. Under the influence of this memorial the Assembly was induced to pay attention to this subject, and in the next session, March 28, 1788, an act was passed to encourage and protect the manufactures of the State, which prohibited the exportation of manufacturing machines for two years.

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mestic manufactures, deserves the gratitude of every American for the ability with which he encouraged their growth and his persistency in advocating their protection and advancement.

Both the United Company of Philadelphia for Promoting American Manufactures, in 1775, and the Pennsylvania Society for the Encouragement of Arts and Domestic Manufactures, in 1787, were aided and advanced by Mr. Coxe. Indeed, his whole life was devoted to encouraging and developing American manufactures. He early became an authority upon the subject, and his writings served both to encourage and develop the infant industries of this country. The cultivation as well as the manufacture of cotton received impetus from the life and labors of this leader in American industry, to whom Mr. Madison, in 1809, wrote, "Though tardy, I am not the less sincere in the acknowledgments of your two favors,—the one inclosing your printed remarks on the subject of cotton and wool. Your very early and continued attention to this important interest is entitled to the thankfulness of your countrymen."

The premium for calico and linen printing offered by the Pennsylvania Society for the Encouragement of Manufactures and Useful Arts, in 1775, probably led John Hewson, a Revolutionary soldier, to establish his calico-printing works about the year 1788–89. In the latter year he received a loan of £200 from the State of Pennsylvania "to enlarge and carry on the business of calico printing and bleaching in this State." He is said to have been an Englishman invited to America by Benjamin Franklin. He espoused the Revolution, and was taken prisoner at the battle of Monmouth by the British. Having made his escape, fifty guineas were offered for his recovery, dead or alive. His print-works were near Richmond, where Dyottville now is, and were continued by his son, of the same name, who inherited his father's probity and benevolence, and died at the advanced age of ninety-three. John Hewson, Jr., in 1808 manufactured calicoes, shawls, pocket-handkerchiefs, and bedspreads. His name appears in the Directory for 1817 as a calico-printer in Hall [Beach] Street near Warren, which was a short distance above Maiden [Laurel] Street. John Hewson, Sr., had retired at this time, and lived on Queen Street, near the Point bridge.

The calico-printing factory of Stewart at Germantown, and that of Thorburne, at Darby, date from 1803, in which year machinery for cotton-mills was made in Philadelphia by Eltonhead, which included carding-engines, drawing- and roving-frames, iron rollers, mules, and spindles. Seth Craige set up at the Globe Mills, about 1805, the first cotton-mill for the weaving of girth webbing. His business at the time was that of a saddler, and his shop was at No. 110 High Street. The webbing-mill was afterward developed into a cotton-mill of the most extensive character. About 1816 the establishment was enlarged, and was considered the most extensive cotton-mill in the Union. Mr. Craige and John Houston conducted it. The sons of Mr. Craige,—Seth, Jr., and John Craige,—were afterward admitted to the firm, together with John Holmes, and the firm became Craige, Holmes & Co.

Among the earliest manufacturers of cotton and wool were the occupants of the Philadelphia Almshouse. In September, 1806, the managers of that institution gave notice that they would receive wool and cotton to be carded by machinery for hatters and spinners at a moderate price. In subsequent years the managers of the almshouse received premiums for specimens in the manufacture of shirtings. At that institution, in 1808, Nicholas Mayer, formerly of the Northern Liberties, weaver and blue dyer, was superintendent of the manufactory. From the almshouse looms at that time were turned out flax and cotton sheetings, linseys, stripes, diapers, tickings, cotton and wool blankets, counterpanes, threads, etc. John Hill, whose office was at No. 247 South Second Street, in the new market, wove in 1808 on his own looms, and had for sale, satinets, muslinets, cotton stripes, shirtings, bed-tickings, and other cotton goods; and he said,—

> "Of foreign gewgaws let's be free,
> And wear the webs of liberty."

John Thorburne & Son were in business in 1808, printing calico on North Third Street. They subsequently removed to the west side of the Schuylkill, near the Falls, where they carried on the same business. Their mill was at the mouth of Mill Creek, above the place where Flat Rock dam was afterward built. The construction of the dam by the Schuylkill Navigation Company backed the water around about Mr. Thorburne's mill and broke up his business. Their lines of manufacture in 1808 were printed calicoes, shawls, bedspreads, coatings, dressed cloths, tickings, dimity, shirtings, and sheetings of cotton.

Capt. John Towers, as early as 1808, wove and made seine twine, cotton bagging, and thread.

William Wood established the manufacture of cotton and woolen goods in 1838, and in 1860 occupied the Mount Vernon Mills, at Twenty-fourth and Hamilton Streets. The increase of the business in 1861 demanded larger quarters, and, by associating with himself John McGill, the house of William Wood & Co. was established. In 1867 additional premises were secured, embracing the area of ground from Twenty-first and Hamilton Streets to Twenty-second Street, and thence to Spring Garden Street. These mills are now the largest of their class in the city, employing 1000 people.

The firm of Thorp, Siddall & Co. established bleach- and print-works about six miles from the city, between Germantown and Branchtown, in 1809, upon a new method of printing. Previous to this time blocks were used for the printing of cottons, a tedious process, and not entirely satisfactory, even with the

MT. VERNON MILLS

PEQUA MILLS.

WILLIAM WOOD & CO.,
MANUFACTURERS OF COTTON AND WOOLLEN GOODS,
PHILADELPHIA, PA.

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best attainable results. Mr. Siddall went to England in 1809, and brought back with him machinery and engraved rollers, which were used with the assistance of water-power. From this factory the first lot of cotton goods printed on the engraved rollers reached Philadelphia in October, 1810. The new process, as compared with the old, was considered wonderful. One man and two boys were able to print ten thousand yards of cloth, or fifty thousand children's handkerchiefs, in a single day. Within two or three years afterward, cotton and linen goods were stained and dyed in one color for various uses. In 1810, Alfred Jenks, who had worked with Samuel Slater in the cotton-mills at North Providence, R. I., came to Philadelphia, bringing with him drawings of cotton-working machinery, which he proposed to manufacture. It is probable that he built the machinery for the Globe Mill in Kensington. He built looms for weaving cotton lace for Joseph Ripka, and he constructed the first woolen-mill machinery for Bethel A. Moore's mill at Conshohocken. About 1819–20, Mr. Jenks removed his factory to Bridesburg. Francis C. Labbe, better known in later years as a dancing-master than as a manufacturer, came from France in 1812, and set up the business of calico-printer at No. 206 Cherry Street. After four years' trial he abandoned the effort, and found better remuneration in terpsichorean than in mechanical employment. About the year 1816, Capt. John Towers built at Flat Rock (Manayunk) two mills. On the 10th of April, 1819, he purchased the right to use one hundred inches of water from the Schuylkill Navigation Company at Flat Rock. Here he built a mill. He occupied the two lower stories as a woolen-mill for the manufacture of cloths. He afterward leased a part to Edward and John Preston. The third story was rented to Isaac Baird, cotton-spinner, who was the first to engage in that manufacture at the place, which was afterward the most extensive manufacturing neighborhood in Philadelphia County. Charles V. Hagner was the second mill-builder at Flat Rock. He commenced his operations in 1820, and probably had his mill buildings finished in the next year. Mr. Hagner devoted his water-power to the preparation of oil and grinding drugs; but subsequently he added a fulling-mill, the machinery of which was made by Alfred Jenks, of Holmesburg. These were power-looms for weaving satinets, and they were the first ever used in Pennsylvania for that purpose. Subsequently Mr. Hagner rented a part of his mill to Mark Richards & Co. They afterward erected a large cotton-mill farther up on the Schuylkill canal, at Manayunk. Moses Hey and Joseph Ripka were afterward part tenants of the Hagner mill, but eventually they built mill establishments for themselves. Mark Richards & Co. built a cotton-manufactory, operated with two hundred and fifty inches of water, at Flat Rock, in 1822. Samuel R. Wood built a mill for making white lead, the upper part of which was rented to Borie, Laguerenne & Keating, for cotton-spinning. Ann Dawson, in 1822, built a cotton-mill at the lower end of the canal, which was operated by Morris & Wilson, and afterward by S. & T. Wagner. Borie, Laguerenne & Keating commenced the construction of a cotton-mill in 1825 at Manayunk.

David H. Mason and Matthias W. Baldwin, who were in business in 1825, manufacturing book-binders' tools and hydraulic presses for book-binders, formed a partnership for the purpose of engraving cylinders for calico-printing. They were the first engravers in the United States who undertook this sort of work, and they were assisted greatly by the increase of print-works throughout the country. Mr. Mason obtained a patent in 1822 for engraving and printing metallic plates. They began operations "in a narrow street, in the rear of Walnut Street, between Fourth and Fifth." Mason & Baldwin increased their business at No. 14 Minor Street, until they were ready to furnish not only engraved cylinders for calico-printers, but also calico-printing machines, drying calendering machines for the manufacture of cotton, silk, and paper, engravers' machines, stationary engines and machinery, and drop- and seal-presses. In the "Memorial of Matthias W. Baldwin," an account of the improvements of Mason & Baldwin in calico-printing cylinders is given.

This device had been previously used in bank-note engraving; but the application of the same principle to the preparation of copper cylinders for printing calico was a most useful process.

The following account of the construction of mills, comprising all that were erected at Flat Rock (afterward Manayunk), is compiled from "The Early History of Falls of Schuylkill, Manayunk," etc., by Charles V. Hagner. The dates are those of the sale of the water-powers. The mills were constructed afterward:

1819, April 10.—John Towers, 100 inches, woolen-weaving and cotton-spinning.

1820, September.—Charles V. Hagner, 100 inches, making oil, grinding drugs, fulling woolen cloth, weaving, and cotton-spinning.

1821, September 5.—William J. Brooke, 50 inches, flock for woolen rags, saw-grinding, and hat-body making.

1821, September 14.—James Elliot, 50 inches, oak-bark grinding and flax-spinning.

1822, January 8.—Mark Richards & Co., 240 inches, cotton-spinning and weaving.

1822, January 9.—Samuel R. Wood, 100 inches, white lead manufacturing and cotton-spinning.

1822, April 11.—Peter Robeson and George Smick, 100 inches.

1822, April 23.—William Alexander and William Rowland, 65 inches, saw-mill and grinding saws.

1822.—Ann Dawson, 150 inches.

1825, March 7.—Borie, Laguerenne & Keating, 100 inches, cotton manufacture.

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1825, May 6.—Thomas B. Darrach, 100 inches.

1825, August 27.—Smick & Gorgas, 50 inches.

1825, September 3.—William J. Brooke, 25 inches.

An inch of water was "as much as will pass through an aperture one inch square under a head pressure of three square feet measured from the surface of the water to the centre of the aperture."

The price at the commencement of the operations of the company was $3 per inch. In 1822 it was increased, after the sale to Ann Dawson, to $4.50 per inch, and after Sept. 3, 1825, it was raised to $6 per inch. These prices were annual payments. In 1819 the Navigation Company advertised "the price is for the present, at $3 per annum, in the nature of a ground- and water-rent for each square inch of an aperture under a three-foot head." One hundred square inches, it was computed, would yield enough power to grind ten bushels of wheat per hour.

The following is taken from an article published in one of the journals in 1823:

"The number of looms employed in the cotton manufactories in Philadelphia is estimated at 2000, requiring annually a supply of near 3,000,000 pounds of raw cotton, which produce 2,500,000 pounds of yarn. This is woven into 9,984,000 yards of cloth, of the average value of 20 cents a yard, and amounts to the sum of $1,996,800. The value is supposed to be distributed as follows: To the planters, $391,515; to the spinners, $446,428; to the weavers and spoolers, $648,960; to the master weavers, on the interest of money and profit, $49,920; and to the merchant, for dye-stuffs, freights, and commissions, $349,102."

It was believed that at that time the number of looms in Philadelphia would not fall short of 5000, and that there were in the city and its vicinity upward of 30 cotton-factories, most of them on an extensive scale. The average number of spindles used in these establishments was about 1400, and the number of persons actually employed was about 3000. "The Picture of Philadelphia in 1824," by Thomas Wilson, which included the well-known work of Dr. Mease, published in 1811, is a summary of "the principal factories of note in and near the city." A considerable number of them "near" were not in Philadelphia but in adjoining counties, and some in New Jersey within a radius of thirty or forty miles from the city.[1]

In 1824 there was a machine card-factory at No. 68 Market Street, which it was represented gave employment to 50 persons.

The cotton manufacturing establishments in 1827 numbered about 50, at an average annual rental of $180; the houses occupied by weavers about 1500, at $60 to $80 a year; indigo used weekly, 2200 pounds; the goods daily produced were 81,000 yards, at an average value of 16 cents a yard. The whole wages of the operatives amounted to $1,470,000 per annum; rents, to $114,000; indigo, to $228,800; flour for sizing, to $9100; and the goods manufactured to $3,888,000; requiring 20,050 bales of cotton, worth $607,500. The goods made were ginghams, checks, bed-tickings, and stripes, and were sold in the Southern and Western States, and shipped by packet to Boston. It was resolved at a meeting of cotton manufacturers, Feb. 3, 1829, to establish one or more private houses for the sale of their goods, and to discontinue sales at public auction, as having a tendency to reduce the prices below value and injurious to the interests of manufacturer, workman, dealer, and consumer.

Thomas Hunter established the Conestoga Print-Works at Hestonville, in 1829, in an old building which antedated the Revolution, and was during the war used as a foundry for casting cannon-balls; subsequently it was turned into a button-factory, and then altered to a dyeing and bleaching establishment, in which latter condition it was being used when Thomas Hunter purchased the property and commenced the business of calico-printing. In 1832 he began to work a copper cylinder made by John Agnew. The engraving of the rolls was the handiwork of Matthias W. Baldwin. When the cylinder for printing the cloth was introduced, steam-power was employed, and this is believed to have been the first use of a steam-engine in this connection. Thomas Hunter continued the business until his death, in 1848, when he was succeeded by two of his sons, James and John Hunter.

The Summerdale Print-Works owe their origin to John Large, who, in 1834, established the business of dyeing and printing cotton goods. In 1853, Charles H. Wilson became a partner. The business increased enormously, the production being 40,000 yards of finished goods per day.

The Richmond Dyeing and Finishing Works were established in 1838, on Richmond road, by James Martin, an experienced English dyer and weaver. In 1850 the works were removed to the corner of Richmond and Tioga Streets, where the introduction

[1] The following were noted as being in the city and county:

The Arkwright Steam-Mill in Front Street, Kensington, ten horse-power; calculated to spin annually about 90,000 pounds of cotton yarn.

McCredy's cotton-factory on Darby Creek, 1700 spindles, 16 looms, works by water-power, employs about 60 hands, and manufactures cotton yarns and brown sheetings.

Frankford cotton-factory, 1816 spindles, manufactures weekly about 600 pounds of cotton yarn of Nos. 20–30.

Frasier manufactory, by steam-power, of sheetings, shirtings, and cotton yarn, corner of Fifth and Christian Streets, 1000 spindles.

Globe Mills, Northern Liberties, Germantown road, between Second and Third Streets, employs about 300 hands; manufactures ginghams, drillings, checks, shirtings, and sheetings; has in use 3200 spindles, with carding and other machinery; weekly consumption of cotton, 18 bales, each weighing 300 pounds.

Holmesburg factory, 1800 spindles.

Kensington Cotton-Mill, employs constantly 163 persons, men, women, and children; uses 1500 pounds of raw cotton weekly into yarn Nos. 14–20; 1200 spindles.

Lodge's cotton-mill, Darby Creek, 924 spindles.

McCalmont's factory, Bristol township, 18 carding-machines, gives work to about 100 persons.

Merion Cotton-Mill, Mill Creek, for the manufacture of cotton yarn, 940 spindles.

Richards' Flat Rock Canal cotton-factory, seven miles from Philadelphia, at Manayunk, 1500 spindles, employs 200 people.

The woolen manufactories were as follows:

Falls of Schuylkill, 7 carding-machines and other apparatus.

Fisher's woolen-factory, Germantown.

Kelly's woolen-factory, Germantown.

Rodman's woolen-factory, Germantown.

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of machinery enabled the proprietor to carry on the business of dyeing and finishing to an immense extent. Thomas Martin, a brother of the founder, James Martin, and Thomas I. Martin, became members of the firm in 1851. In 1864, James T. Martin, son of Thomas, and John Thornley were admitted. In 1868, Edwin Martin was admitted. The firm is now James Martin & Co. Jacob Berges, in 1849, established on Amber Street the dye-works which bear his name, for fancy yarns, such as are used by hosiers or manufacturers of military goods. In its special lines this is the largest establishment in the city. The Arasapha Mills were erected in 1854, by John Larkin, and put in operation for the production of tickings, stripes, and denhams, by Abraham Blakeley, who, in 1860, associated with himself his son, Benjamin W. Blakeley, under the firm-name of A. Blakeley & Son, to which William S. Blakeley, another son, was admitted in 1874. The manufacture of bags, rope, and twine, by John T. Bailey and James Cascaden, under the style of John T. Bailey & Co., commenced in 1859, on Arch Street, west of Front. In 1860 the establishment was removed to Front, above Arch, where it remained until 1864, when it was removed to the northeast corner of Market and Water Streets, and in 1874 to No. 120 Chestnut Street. In 1868, James Cascaden died, and Christopher Bailey, a brother of John T., became one of the firm, the name being unchanged. The following year the extensive factory at Front and Tasker Streets was erected, and the manufacture of ropes and twines established on a very large scale.

The census of 1860 showed the following condition of cotton manufactures in the city at that time:

	No. Establishments.	Capital Invested.	Value of Product.
Cotton goods, cloth	51	$2,191,000	$4,347,645
Cotton goods, hand-looms	18	69,000	258,743
Cotton yarns	15	612,000	849,253
Cotton wadding, laps, etc.	10	63,500	164,360
Cotton and woolen goods, power	51	1,059,600	3,593,326
Cotton and woolen goods, hand	5	31,500	98,000
Cotton webbing, tape and braid	7	157,800	262,960
Cotton and woolen machinery	6	273,700	490,000
Coverlets, hand-woven, blankets	7	14,200	48,400
Totals	170	$4,472,300	$10,112,687

By the census of 1870 the following figures are shown:

	No. Establishments.	Capital Invested.	Value of Product.
Laps and wadding	9	$79,000	$134,462
Bleacheries	6	9,500	37,200
Cotton yarns	7	524,300	766,130
Mixed carpet yarns	7	117,000	224,552
Print cloths	1	100,000	140,000
Prints	9	2,055,000	7,773,417
Checks and ginghams	54	5,313,950	7,504,981
Linseys (mixed)	38	1,925,000	3,846,249
Balmorals (mixed)	9	224,750	1,341,750
Coverlets (mixed)	14	193,120	519,060
Webbing and tapes	5	462,000	483,441
Hosiery (cotton)	27	339,100	1,499,535
Hosiery (cotton and wool)	14	389,400	865,666
Totals—All cotton	118	$8,882,850	$18,359,266
" Cotton and wool	96	3,242,390	6,797,277

The census of 1880 reports cotton goods as made in 157 establishments, whose aggregate capital was $9,539,550, employing at "one time" during the year 12,274 hands, paying in wages during the year $3,446,440, and using in raw material $9,026,672, producing products valued at $16,349,238. The enumeration of Philadelphia industries in 1882 exhibits the following condition of the cotton industry:

	No. Establishments.	Hands Employed.	Value of Product.
Cotton yarn goods	81	9,523	$13,100,333
Cotton yarn goods, finishers	7	237	472,500
Cotton coverlets	18	484	697,800
Cotton towels, separate	4	81	113,400
Cotton laps and wadding	3	9	9,500
Cotton thread, cord, and twine	3	22	37,800
Cotton webbing, bandings, etc.	4	414	522,000
Cotton yarns	15	783	1,245,200
Cotton waste, for packing	5	70	87,500
Totals	141	11,623	$15,286,033

Authorities differ as to who first introduced ready-made clothing in Philadelphia. In 1794, William Smiley kept a ready-made clothing store, southeast corner of Water and Market Streets; also Thomas Dobbins, Front and Market Streets. A year or two later John Culin kept a similar establishment in Market Street, near Water, and a few years after (say 1805) John Ashton kept a ready-made clothing store in Market Street, above Front; and Charles Collins, in Front Street, above Chestnut; and, about this period, Alexander Dougherty, Front Street, near Chestnut; Enoch Allen, Chestnut and Water Streets; Henry Hugg, Market Street, below Second; Silas W. Sexton and Jacob Painter, Market Street, above Front; Charles Harkness, same locality; Charles Hill, southwest corner Water and Arch Streets; James Wilson, northwest corner of Water and Arch Streets; —— Laurence, near Water and Market Streets; James Boyd, Water Street, near Race. Also in those days there were Samuel Owens, Auley Brown, S. C. & B. C. Cooper, and others. The first clothing establishments upon Market Street were those of Ashton, Harkness, Sexton, and Collins, all between Front and Second Streets. In those days the clothing business was carried on exclusively east of Second Street, and chiefly opposite to that which was so long known as the Jersey Market-House, and contiguous to the old court-house.

The "slop-shops" of other days still haunt the byways of the city, but the ready-made clothing houses of the present time are vast and elegant establishments. The Philadelphia houses in this trade have their work done in their own establishments, where the interested supervision of the managers secures a better article than any "contract system" can supply. The goods from which the clothing is made are manufactured to a very great extent in the city, thus enabling these large houses to select from first hands. Shirts, shirt collars, and underwear form another branch of ready-made clothing which in Philadelphia is extensively manufactured. The statistics of employment in these branches of trade show that there are engaged in making "clothing, men's and boys'," 562 establishments, where 20,396 persons are employed, producing a yearly value, in 1882, of $31,220,958; "clothing, women's, suits and cloaks," 276

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establishments, employing 3132 persons, and producing, in 1882, $3,138,333; "clothing, men's shirts and underwear," 109 establishments, employing 3804 persons, and producing, in 1882, $4,010,450; "clothing, suspenders and web goods," 12 establishments, employing 144 persons, and producing $149,000 in 1882; "clothing, neckwear, scarfs, etc.," 9 establishments, employing 295 persons, and producing, in 1882, $334,500; "clothing, of rubber cloth," 3 establishments, employing 84 persons, and producing, in 1882, $110,000; "clothing, of oiled cloth," 2 establishments, employing 15 persons, and producing, in 1882, $30,000.

These 973 establishments in the ready-made clothing business give employment to 27,870 persons, and produced, in 1882, $38,983,241 worth of goods. In 1860, "Clothing, men's," the only item of this kind mentioned in the census of that year, was made in 352 establishments, whose capital was $4,369,575, and the value of the raw material used was $5,147,344, the number of persons employed 14,087, and the annual product was valued at $9,984,497. In 1870 a division of the industry appears in the census for that year. "Clothing, men's and boys'," was made in 420 establishments, "neckties" in 5 establishments, and "suspenders" in 2 establishments; "clothing, women's, cloaks, etc.," in 72 establishments, and "corsets and skirts" in 18 establishments; "gloves, men's leather," in 3 establishments. These 520 establishments in 1870 employed a capital of $7,187,727, and used raw material valued at $7,647,977; they employed 12,293 persons, and the value of their products in that year was $15,015,493. The increase in this business has been from 520 establishments in 1870 to 973 in 1882, from 12,293 persons employed in 1876 to 27,870 in 1882, and from $15,015,493 in 1870 to $38,983,241 in 1882.

As an appropriate conclusion to the history of the rise and development of the manufacture of textile fabrics in Philadelphia, the following table is appended:

SUMMARY OF THE TEXTILE INDUSTRIES, CLASSIFIED AS BY THE CITY CENSUS OF 1882-83.

	No. Establishments.	Men.	Women.	Youths.	Total.	Values.
Carpets, Brussels, ingrain, etc.	237	6,492	3,622	1,019	11,043	$20,300,445
Carpets, rag	99	169	10	8	187	235,000
Cloth-finishing, woolen chiefly	3	24	0	0	24	52,800
Cotton yarn goods	81	3,332	5,019	1,172	9,523	13,100,333
Cotton yarns	15	219	404	260	783	1,245,200
Cotton manufactures, all other*	44	530	615	172	1,317	1,940,500
Dye- and print-works	86	1,786	113	195	2,094	6,621,300

* Includes cotton yarn goods finishers, cotton coverlets, cotton towels, cotton caps and wadding, cotton thread, cord, and twine, cotton webbings and bindings, and cotton waste for packing.

The American colonists were quick to introduce the manufacture of white paper after it had been made in England. The first paper-mill in Philadelphia was also the first in any of the colonies. In 1693 a mill for the manufacture of paper is believed to have been in existence in the borough of Roxborough. H. G. Jones, in a paper read before the Historical Society, and published in the *Historical Magazine*, vol. i. p. 86, has established this fact from unquestionable records:

"This mill was situated on a small rivulet, now called Paper-Mill Run, in Roxborough, near the southwestern line of Germantown township. It was owned by David Rittenhausen (now spelled Rittenhouse), his son Clause (Nicholas), William Bradford, of New York, and Thomas Tresse, of Philadelphia, each of the latter two owning a fourth part. . . . The precise date of its erection is not known; but as Bradford was interested as part owner, it was doubtless built before 1693, when he removed to New York. The Rittenhouses are said to have settled in Pennsylvania about 1690, having emigrated from Holland, where their ancestors were engaged in paper-making. We have positive proof, however, that paper was made at the Roxborough mill in 1697, for Gabriel Thomas, in his 'History of the Province of Pennsylvania,' written in that year, says, 'All sorts of very good paper are made in Germantown,' with which place Roxborough was often identified; and besides, there now lies before me a MS. lease dated 'this 24th day of September, in ye year of our Lord, 1697,' signed by William Bradford, who is described as 'having one-fourth part of ye paper mill, near Germantown.' He rented his share to the Rittenhouses for ten years, upon the following terms: 'That they, the s^d William and Clause Rittenhausen shall pay and deliver to said William Bradford, his executors or assigns, or their order, in Philadelphia, ye full quantity of Seven Ream of Printing Paper, Two ream of good writing paper, and two Ream of blue paper, yearly, and every year during ye terme of Ten years.'"

This mill was destroyed by a freshet, and aid was asked by Penn of his people to help Rittenhouse in rebuilding.

Rittenhouse, the elder, was succeeded by his son Nicholas.[1] This mill supplied Franklin with much of the paper used by him.

De Warville says there were forty-eight paper-mills in Pennsylvania in 1787, and mentions a paper-mill on the Brandywine owned by Mr. Gilpin and Myers Fisher, a Philadelphian, in which the process for grinding the rags was much more simple than that used by the French, and the specimens of paper made at this mill he regarded as equal to the finest made in France. The first machines for producing paper complete in all its processes were made by Thomas Gilpin, of Philadelphia, in 1816, but Col. Forney, in

[1] Among the "Notes and Queries" of the *Sunday Dispatch*, a writer says, "David Rittenhausen (now Rittenhouse), some forty-five years ago, told me one day—on a Sunday afternoon, on a visit at his house—that the first paper-mill built in Pennsylvania was on Crab Creek (now called Tulpehocken Creek), one-quarter of a mile northeast of the Wissahickon, directly opposite his house, now owned by his son Jonathan. He also showed me part of the foundation wall. They carried the rags in bags on the backs of horses from School Lane, and returned the paper in hampers in the same manner, by a bridle-path on the back-hills of the Wissahickon. School Lane was the first road opened from Germantown main road and Ridge turnpike. The rags were brought from Philadelphia in carts, and the manufactured paper was returned in the same manner." Tulpehocken Street is near the stream which may at some time have been known as Tulpehocken Creek, or, earlier, as Crab Creek. Paper-Mill Run is its present name.

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Mark Willcox

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his oration on the 4th of July, 1877, said, "Six paper-mills were started in and around Philadelphia by Franklin alone; but in 1800 it still took three months to transform a pair of old linen pants into a sheet of writing-paper." In those mills there was coarse machinery, but the paper was hand-made until Gilpin's machinery enabled paper to be made complete from washing and grinding the rags to the laying of the pulp in sheets, pressing and drying it, whereby the manufacture was greatly expedited. The industry grew rapidly, as has been shown by De Warville, and paper-mills arose within the city proper. In 1834, Jesper Harding established one at the corner of Pemberton Court and Lodge Alley. Quite a number of newspapers were printed in this same structure while the mill was in operation. At one time the *Sunday Dispatch* set up its presses in this establishment, where rags came in at one door and printed journals went out at another. The impossibility of obtaining a sufficient supply of water forced Jesper Harding to remove from Lodge Alley to Trenton, N. J.

James M. Wilcox, of Pennsylvania, in a letter dated Dec. 17, 1850, and addressed to Thomas Ewbank, commissioner of patents, gives the following facts as to the early manufacture of paper:

"About the year 1725 my grandfather, who was brought up to the paper business in England, came over and settled where I now reside. I have documents to prove that in 1732 he had erected a mill, and was manufacturing paper. The kind of paper then made was what is called fuller's press-board, and such as is now used by clothiers to press cloth. I believe there was another mill a little north of Philadelphia, and one near Boston, similarly occupied. I believe also, there existed an act of Parliament at that time prohibiting the manufacture of any other kind of paper in the colonies. As there were few books then published in the colonies, the progress of paper manufacture was very slow, and so continued until about the dawn of the Revolution. My grandfather manufactured the paper for Dr. Franklin, who was publishing a newspaper in Philadelphia, and who was a frequent visitor at the mill. About that time my grandfather made the paper for the Continental money; he commenced making writing-paper, supposed to be the first made in America. From the Revolution until the year 1820 very little improvement occurred that was important, very little machinery being introduced for facilitating the operation. The mills increased in number in proportion to the increased quantity of newspaper and book publishing. About the year 1810 we began to experience a deficiency of raw material (rags), and were obliged to resort to Europe for supplies. These were obtained from all parts of Germany and Italy, and have continued increasing up to the present time."

The census of 1860 shows that there were six paper-mills in the city, with an aggregate capital of $490,000, the raw material of which was worth $482,675, and that they employed 233 hands, and produced annually a value of $682,000. The same number of mills existed in 1870, but the capital employed had increased to $2,126,600, and the value of the raw material to $1,314,609. Their labor consisted of 617 hands, and the value of the annual product was $2,609,000. In 1880 the paper manufacture, other than paper-hangings, was conducted in 7 establishments, with an aggregate capital of $960,000, with raw material valued at $871,000, employing 452 hands, and producing annually $411,830. In 1882 the paper-mills for "book, news, and roofing" numbered 9 establishments, employing 751 hands, and producing $2,246,000.

Mark Wilcox, for many years the proprietor of great paper-making industries, was the great-grandson of Thomas Wilcox, a native of England, who married Elizabeth Cole, a native of Ireland, and in 1727 settled at Ivy Mills, Delaware Co., Pa., on a property purchased from William Penn. In 1729, Thomas Wilcox erected there the third mill established in America for the manufacture of paper. He furnished the paper used by Franklin to print the *Pennsylvania Gazette*, and also the paper on which the Continental notes were printed. From that time onward the Ivy Mills and the Glen Mills, the latter established in 1836 by James M. Wilcox, have been connected with the history of national paper currency in this country, furnishing the government with its bond and bank-note paper up to within a few years past. At various times the governments of Venezuela and other South American countries, and subsequently those of Japan, Germany, and Greece, were supplied from these mills. Thomas Wilcox had three sons, John, James, and Mark, the latter of whom lived upon the homestead. He married Mary Caufman, by whom were born Joseph, John, and James M. Wilcox. The last-named was twice married. By his first wife, Eliza Orne, his children were Mark and William, and by his second wife,—Mary Brackett,—James M., Joseph, Edward, Henry, and Ida.

Mark Wilcox was born at Ivy Mills, Aug. 24, 1819, and after receiving an education at Mount St. Mary's College, Emmittsburg, Md., he entered into partnership with his father in the business of the mills, and continued in their management until his death, which occurred at his residence at No. 1628 Arch Street, in this city, April 17, 1883. Up to 1879 he was associated with his brother under the firm-name of James M. Wilcox & Co. In that year James M. retired, and Mark remained. Since his death the business has passed into the hands of his sons, James M. and William F., who retain the old title of the firm. He was one of the proprietors and for many years a director of the West Chester and Media Railroad, and director of St. Joseph's Orphan Asylum, the Beneficial Savings-Fund, St. Charles Thological Seminary, St. Vincent's Seminary, Germantown, and St. Joseph's Hospital. For more than forty years he was a director of the Girard Bank. From 1867 to 1874 he was proprietor and publisher of the *Catholic Standard*, the official organ of the Archdiocese of Philadelphia. The family is one of the oldest in the State attached to the Catholic Church, and it is related that mass was said in the old house at Ivy Mills prior to the time when St. Joseph's Church was built in Willing's Alley, Philadelphia. When the present mansion, which the family use as a summer residence, was erected, this room in which mass was celebrated in the last century was included in it, and is to this day used exclusively as an oratory and chapel. Generous

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in all the relations of life, Mr. Wilcox's liberality to his church had scarcely any limits. The church at Ivy Mills, which was built by his father, was largely supported by Mr. Wilcox, and when the parochial residence was destroyed by fire he contributed the principal part of the cost of rebuilding.

Plunket Fleeson, who lived at the corner of Fourth and Chestnut Streets, commenced, in 1769, the manufacture of American paper-hangings "of all kinds and colors, not inferior to those generally imported, and as low in price. Also, papier-maché, or raised paper mouldings for hangings, in imitation of carving, either colored or gilt." He added: "As there is considerable duty imposed on paper-hangings imported here, it cannot be doubted but that every one amongst us who wishes prosperity to America will give a preference to our own manufactures, especially on the above proposition of equally good and cheap." Fleeson was an upholsterer, and this enterprise was certainly one of the earliest in this branch of manufacture in America. In 1774–75 Ryves and Fletcher established a manufactory of paper-hangings on Pine Street. In the autumn of 1789, Burrell Carnes, under the firm of Le Collay & Chardon, established another manufactory, in which 10,000 pieces were produced in nine months. The establishment, it was expected, when thoroughly in operation, might turn out between 20,000 and 30,000 pieces of wall-paper in one year. The manufacture of paper-hanging was continued in 1806 by Anthony Chardon and S. Austin. Their manufactory was at No. 323 Sassafras Street, and the warehouse was at No. 85 Chestnut Street. Samuel Law, who was originally a painter, engaged in business as a paper-stainer about 1799 at No. 324 South Front Street. Subsequently he removed his factory to Christian Street, above Second. In 1810 he employed twelve persons, and turned out 25,000 pieces of paper-hangings annually, worth $16,666, on a capital of $30,000. Robert A. Caldcleugh & Daniel Thomas, who were originally in business as stationers at No. 68 Chestnut Street, undertook the manufacture of paper-hangings in 1806. They announced in that year that they had on hand "many thousands of feet of paper-hangings and borders of their own manufacture, embracing the most extensive variety of all the new, tasty, and fashionable patterns suitable for dining-rooms, parlors, drawing-rooms, halls, entries, staircases, printed in various grounds and colors, or may be had in any color, to suit the taste of the customer."

In the early part of 1809, John Cook established a manufactory of paper-hangings on Race Street, near the Schuylkill, under the direction of Charles Smith, formerly of Caldcleugh & Thomas. This establishment was about the site of Honey's Garden (afterward D'Arras), between Schuylkill Second [Twenty-first) and Schuylkill Third [Twentieth] Streets, and extended from Race Street south of the line of Cherry Street. The warehouse of John Cook & Co. was at the northeast corner of Fourth and Chestnut Streets. At the same time Orth, Cook & Co. were in business at the same place as venders of paper-hangings. In 1811 the title of this firm was changed to Orth & Smith. Orth continued the manufacturing, while Smith remained in charge of the warehouse at Fourth and Chestnut Streets. Virchaux & Co. commenced the manufacture of paper-hangings about 1814, and gave notice, in the latter part of that year and in the succeeding year, of their having entered copyrights for certain designs, these probably being among the earliest of American patterns. Their warehouse was at No. 85 Chestnut Street, where they seem to have succeeded Chardon & Austin. John B. Howell, an Englishman, who had come to the United States from London about 1793, and who established a manufactory of paper-hangings at Albany, N. Y., came to Philadelphia about 1817, and commenced business as a paper-stainer back of No. 351 North Second Street. In 1820 his factory was at No. 125 North Front Street, in 1822 he was at No. 34 North Third Street, and in 1825 his shop was at No. 72 North Sixth Street. The business subsequently went into the hands of his sons, —John A. Howell, George Howell, Zophar Howell, Darius C. Howell, and William Howell,— who built up by their industry a great manufacturing house.

This manufacture in 1860 was returned in the census of that year as conducted by 4 establishments, with a capital of $310,000, the raw material used being valued at $201,100, and the labor employed numbering 299 hands, with an annual product of $435,000. In the same year marbled and grained paper was produced in 4 establishments, with a capital of $20,000, using $12,026 worth of raw material, employing 35 hands, and producing $32,500 annually. Paper boxes, band-boxes, and paper bags were produced by 20 establishments, with capital aggregating $54,900, and using raw material of the value of $62,576, employing 341 hands, and producing annually $194,350. Pasteboard and binders' boards were manufactured in 2 establishments, with $15,000 capital, the raw material being valued at $11,960, and the hands employed numbering 13, with an annual product of $22,000. In 1880 the census reported paper-hangings in 4 establishments, with $820,000 of capital, employing 401 hands, with raw material valued at $384,252, producing an annual value of $708,979. The tabular returns for Philadelphia industries in 1882 gave:

	No. Establishments.	Labor.	Product.
Paper pulp	1	187	$748,000
Paper-hangings manuf	5	372	681,000
Paper-hangers	28	247	446,900
Paper boards	7	127	444,500
Paper-boxes	36	1919	1,877,400
Paper-cap tubes	2	8	12,000
Paper envelopes	4	94	150,000
Papier-maché	1	15	27,000

The statistics of paper in all its forms, from 1860 to 1882, are as follows:

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Year.	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	28	$384,900	$275,702	575	$651,350
1867	...	.....	.....	...	3,065,824
1870	54	1,072,823	728,800	...	1,226,991
1875	...	.....	.....	...	4,598,089
1880	11	1,780,000	1,255,252	452	2,120,809
1882	84	.....	.....	2960	4,405,900

John Baine, an aged type-founder of Edinburgh, established a type-foundry in Philadelphia soon after the war, and he cast the types for a portion of the "Encyclopædia Britannica," which was republished in Philadelphia by Thomas Dobson.

In Philadelphia a very crude substitute for stereotyping was introduced by the industrious publisher, Mathew Carey, in the year 1810. Mr. Carey had issued, in 1790, an edition, in quarto, of the Douay Bible in 978 pages. The price of this book was six Spanish milled dollars. So popular was this edition that Carey, when publishing his Protestant Bible, twenty years later, determined to find some improvement over merely setting the type, and made up his mind to have it stereotyped. He pursued this process in a very costly manner, merely keeping the type intact in pages, and placing them in a store-room, to be ready for instant use. In this way the indomitable Mathew Carey locked up in idleness 30,000 pounds of type.

Thomas' "History of Printing" supplies the following catalogue of booksellers in Pennsylvania from the first settlement of the country to the commencement of the Revolutionary war in 1775:

1692.—*William Bradford*, sold pamphlets and other small articles.

1713.—*Andrew Bradford*, "Sign of the Bible, in Second Street." He was also a printer and binder.

1718.—*John Copson*, bookseller, but dealt chiefly in other goods; he was concerned with Andrew Bradford in the first newspaper which was published in Pennsylvania.

1729.—*Benjamin Franklin*, in Market Street. He likewise was a printer and binder.

1741.—*Alexander Annard*, "in Second Street, near the church."

1742.—*William Bradford*, the younger, "in Second Street."

1742.—*John Barkley*, "at the Sign of the Bible on Second Street; from Great Britain."

1742.—*James Reed*, "next door to the post-office," on Market Street.

1742.—*Joseph Goodwin*, "in Second Street, near Black Horse Alley." He afterward moved into Black Horse Alley. Goodwin was from England, and was a bookseller, binder, and stationer. It appears that he was a considerable dealer.

1743.—*Stephen Potts*, "at the Bible and Crown in Front Street."

1743.—*J. Schuppey*, "at the sign of the book, in Strawberry Alley." He was a binder, and sold a few books. It is probable that he was a German.

1743.—*Cornelia Bradford*, "in Second Street."

1748.—*David Hall*, "in Market Street." He was a printer and the partner of Benjamin Franklin. He dealt largely in books and stationery.

1755.—*Henry Sandy*, "Lætitia Court."

1757.—*William Dunlap*, "in Market Street." He was bred to printing, which he followed, but dealt somewhat extensively as a bookseller. About 1767 he removed to Virginia, and settled there as a minister of the Church of England.

1758.—*Black Harry*, "in Lætitia Court," was a binder, and sold small books.

1759.—*Andrew Stewart*,—"Lætitia Court," but removed in 1762 to "the Bible-in-Heart, in Second Street." He was a printer and dealer in pamphlets.

1760.—*James Rivington*, "in Second Street," by his agent, who became his partner in the following year.

1761.—*Rivington & Brown*, "in Second Street," but they some time after took another stand. They were both from England. Rivington soon after opened bookstores in New York and Boston, and resided in New York.

1764.—*William Sellers*, on Arch Street, between Second and Third Streets. He was a printer and bookseller from England, and became the partner of David Hall.

1765.—*Samuel Taylor*, "corner of Market and Water Streets."

1766.—*John Dunlap*, "in Market Street," succeeded to the printing and bookselling business of William Dunlap.

1766.—*Robert Bell*, "at the Union Library in Third Street in 1770." He was from Ireland, became a printer, and was celebrated as a book auctioneer.

1766.—*William Woodhouse*, "in Front Street, near Chestnut Street," afterward "in Second Street." He was a binder and bookseller.

1768.—*John Sparhawk*, at the London bookstore, on Market Street, afterward at the "Unicorn & Mortar, in Second Street." He published several books.

1768.—*John Anderton*, at the London Book Store on Second Street. He was from England, and was a binder, letter case and pocket-book maker, and as such first began business in New York. He sometimes advertised books for sale in his own name, and at other times as connected with Sparhawk.

1768.—*Roger Bowman*, merchant, sold books on consignment from England.

1769.—*Robert Aitken* commenced bookselling in Front Street; he was from Scotland, to which country he returned in 1770; but, in 1771, came back to Philadelphia, and opened a book store and printing-house on Market Street.

1770.—*Crukshank & Collins*, on Third Street, were a short time partners as printers and booksellers. Afterward *James Crukshank* opened his printing-house and a book-store on Market Street.

1770.—*James Stewart*, on Second Street, between Chestnut and Walnut Streets, from Glasgow, shopkeeper; sold Scotch editions on commission.

1770.—*Semple & Buchanan*, on Front Street, shopkeepers, from Scotland; sold Scotch editions on commission. Semple afterward sold books and British goods.

1771.—*Robert MacGill*, corner of Lætitia Court, binder and bookseller.

1771.—*John MacGibbons*, on Front Street, between Arch and Race. Not largely in trade. He published Josephus' works in four volumes, octavo.

1771.—*Samuel Dellop*, on Front Street, between Market and Arch. He kept a book- and print-shop.

1773.—*James Young*, at his book-store adjoining the London Coffee-House.

1773.—*Thomas MaGee, Jr.*, Second Street, nearly opposite Christ Church.

1773.—*George Reinhold*, on Market Street, traded in Dutch books, Germantown.

1735.—*Christopher Sowers*, from Germany, printed books in the German language.

1744.—*Christopher Saur, Jr.*, succeeded to the business of his father.

It was not until 1807 that the old balls for inking began to be dispensed with. In that year Hugh Maxwell introduced into three or more printing-offices in the city rollers in place of balls for inking type, which were estimated to save to each press six dollars per week in addition to the gain in time and superiority of workmanship. The cost of the machine complete was $100. Barlow's "Columbiad" was issued in 1808, in a style that made it the most magnificent volume in America. It was in quarto form and illustrated with many engravings executed in London, of which several were designed by Robert Fulton. The printing-offices in the city in 1810 numbered 51 and the presses 153, and there were upward of 60 engravers. The petition of paper-makers, printers, and booksellers to Congress in 1822, for a reduction of duty on imported books, stated that the cash value of books manufactured annually at Philadelphia was over $1,000,000.

Mr. Adam Ramage, press-maker of Philadelphia, in

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Carter's Alley, was in 1804, a manufacturer of printing presses, copper-plate, and book-binders' presses and printing-house furniture of all kinds. In 1817 he imported the "Ruthven press" from Scotland, and manufactured a number of them. May 23, 1818, he patented the Ramage press, an improvement upon the "Ruthven." A patent hand press, called the "Columbian" press, was this year introduced in England in an improved form by George Clymer, of Philadelphia, the inventor. In style of finish and embellishments, with various devices emblematic of the art, it exceeded anything then known in the trade there, and the certificates and testimonials of masters and workmen were much in its favor. These presses were probably the earliest improvements on the old screw-press introduced into the city. The first book-trade sale in the city was held in 1824, according to the suggestion and plan of Henry C. Carey. The auctioneer was Moses Thomas, by whom these sales were generally conducted semi-annually under the name of Moses Thomas & Sons; they were, however, during a part of the intermediate time under the management of Cowperthwait & Lord, Lord & Carlisle, and George W. Lord & Son. They have been continued ever since. The city contained at that day 55 printing-offices with 112 presses, supporting 150 workmen. In 1833, Cary, Lea & Blanchard were said to have paid annually during the five preceding years to American authors and writers the sum of $30,000.

Thomas S. Ellis, who has been identified for the last half-century with the business interests of the city, was born in Philadelphia on Nov. 24, 1815, and, after having had a limited education at the public schools, became engaged in the lower departments of the business in which he has since been so highly successful. He had quitted school and was but eleven years of age when his parents placed him in the auction-house of M. & S. Thomas, whose stores and offices were then on Chestnut Street, below Third. He was so assiduous in his attention to all the details of the business, and so quickly familiarized himself with them, that his employers selected him in the earliest days of his career for rapid promotion. The house had very numerous connections, the volume of its trade was immense, and an ambitious, energetic, and diligent young man, such as Mr. Ellis was, found in the members of the firm men who were quick to afford his talents a wide and fertile field of exercise. His progress was steadily upward, his grasp of the theory and system of a great auction business showing itself almost daily. In the course of years the house of M. & S. Thomas dropped that title, for which that of Moses Thomas & Son was substituted, and has ever since been retained. When the junior partner died, on Aug. 25, 1865, Mr. Ellis became the senior partner, and the death of John D. Thomas, which occurred in January, 1867, threw into his hands the sole control of the manifold interests of this great and important house. He associated with himself, under the firm-name of Moses Thomas & Son, N. A. Jennings, for many years a partner in the firm, and a son-in-law of Moses Thomas; and there is perhaps no commercial centre in Philadelphia better known than their auction-rooms, at No. 139 and No. 141 South Fourth Street, both on account of the diversity of their operations and the vast scale upon which those operations are conducted. Their dealings are in household goods, real estate, books and periodicals, horses, carriages, and harness and every other valuable article of traffic that is sold and bought at auction. The value of the transactions amounts to many millions of dollars yearly. In recent years the partnership has been enlarged, and now includes, besides Mr. Ellis and Mr. Jennings, J. Harbeson Barnes, John H. Lafland, and Samuel S. Ellis.

Thomas S. Ellis was for many years actively connected with the old Volunteer Fire Department as a member of the Fame Hose Company, of which he was treasurer for over thirty years. He is now a director of the Franklin Fire Insurance Company and of the Pennsylvania Salt Manufacturing Company. He was chairman of the committee of auctioneers at the Sanitary Fair in 1864, and under his guidance that committee earned many thousands of dollars for the fund for the relief of the troops in the hospital and the field. He was then so successful that he was chosen chairman of the committee of auctioneers for the Centennial Exhibition, in which capacity he was largely instrumental in making the brilliant record of his department. Caring little for any allurements outside of business and social life, he has refused all invitations to a political career or official preferment, but he has been connected with numerous public enterprises of a commendable character. He was married in 1841.

Type-founding, commenced in Philadelphia by Christopher Saur in 1735, and continued, as has been stated, by John Baine, owes to Archibald Binney and James Ronaldson the improvement in the type-mould by which the number of type cast has been greatly increased. Both Binney and Ronaldson were from Scotland. Binney established his foundry in 1796, and Ronaldson was soon after associated with him; the latter died in Philadelphia March 31, 1841, aged upward of sixty years. He was a devoted horticulturist, and laid out, in 1831, the beautiful cemetery in the southwestern section of the city, between Ninth and Tenth Streets, which bears his name. The casting capacity of the Binney & Ronaldson mould was greatly multiplied by the patent of William L. Johnson, in 1808, by which also a much sharper outline and better face was acquired. In the successful house of Binney & Ronaldson Lewis Pelouze obtained a practical knowledge of the art and mystery of type-founding, and in 1842 this gentleman went into business for himself at the northwest corner of Third and Chestnut Streets. The later establishments in this line of manufacture in Philadelphia are those

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Jno. S. Ellis

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Thos. MacKellar

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of Mackellar, Smiths & Jordan, otherwise known as the Johnson Type Foundry, Collins & M'Leester, Pelouze & Son, and A. Robb, and Starr & Co., makers of type for marking linen. Stereotyping and electrotyping is also largely carried on. The quality of this manufacture in Philadelphia is not surpassed by that of any other city.

Thomas Mackellar, present head of the Johnson Foundry, printer, author, and poet, was born in New York Aug. 12, 1812. One of his maternal ancestors was the second man whose marriage was recorded in the records of the Reformed Dutch Church of New York, the date being 1644. When fourteen years old he was employed in the office of the *New York Spy*, where he evinced his adaptability for the printers' craft by learning the case the first day he entered the composing-room. On the failure of this paper, which had only a brief life, he found an engagement with the great publishing house of J. & J. Harper, where his ability quickly marked him for speedy advancement. He was promoted to the responsible post of proof-reader when in his seventeenth year. Death carried off his father and mother when he was eighteen years of age, and as the support of the family mainly devolved upon him, he sought to extricate the estate from the difficulties in which it had become involved, but the task was not possible of accomplishment.

Reluctantly relinquishing this task, he acted on the advice of the Quaker lawyer, Clark, who counseled him that if he would stick to his work he would make another fortune before he could recover the old one. His future career justified the prediction, and when he left the Harpers' establishment, in 1833, he was a thoroughly skilled printer. Coming to Philadelphia, he began work, on May 1st of that year, in the type and stereotype foundry of Johnson & Smith as proof-reader. His valuable qualities were soon recognized by Lawrence Johnson, senior member of the firm, who made him foreman of the department comprising the composing-rooms and stereotype foundry. In 1845 he was taken into the business as a partner, together with the two sons of George F. Smith, who had retired a short time previously. The style of the house then became L. Johnson & Co. He removed his residence to Germantown in 1856, partly on account of his health, which had been somewhat impaired by his arduous devotion to business and the loss of his oldest daughter in her eighteenth year. In 1860, Mr. Johnson died, and the surviving partners formed a new firm, adding the name of Peter A. Jordan, under the style of Mackellar, Smiths & Jordan. The establishment was named the Johnson Type Foundry, in honor of the deceased partner. Ever since Mr. Mackellar was associated with it it has increased in the magnitude of its transactions, until it is now the most important and most celebrated type foundry in the world. The specimen books, showing the numerous varieties of types made in this foundry, were got up under his special direction. The matter was mostly original, and being uniquely adapted to the conformation of the differing styles of the types exhibited, attracted the attention of printers everywhere. An edition of 3000 copies of the quarto volume of specimens cost about $40,000. The book-fancier of the future will doubtless consider this work a striking feature in his collection. Years ago fifty dollars were offered for a copy.

In 1866 he published a work entitled "The American Printer." This proved to be the most popular work on typography ever printed, the fifteenth edition having been lately issued. In 1856 he established the *Typographic Advertiser*, for the purpose of showing the new productions of the foundry. This elegant sheet is known throughout typographic Christendom.

It is a fact deserving of record that Mr. Mackellar's firm has never given a note, but has promptly paid cash for all its purchases, and has always paid its workmen in full. Some of the employés have been with the house from twenty to forty years.

In 1883, Mr. Mackellar celebrated the fiftieth anniversary of his connection with the foundry, and the employés presented him a massive silver vase, the designs of which were symbolic of the art of type-making and printing. Shortly afterward he received the degree of Doctor of Philosophy from the University of Wooster, Ohio. Early in life Mr. Mackellar evinced a great fondness for reading and no little fitness for authorship, but constant duties then allowed him almost no leisure for the gratification of such tendencies. In his maturer years, however, he has become widely known as a graceful and popular poet. His first production, "The Sleeping Wife," was published in the *Public Ledger*. Rev. John Hall encouraged him, and published several of his compositions in the *Sunday-School Journal*. Joseph R. Chandler did the same thing for him in the *United States Gazette*, and for nearly two years he contributed to *Neal's Gazette*, under the signature of "Tam," poems that elicited much critical attention. He has since published several volumes; the first was "Droppings from the Heart," then came "Tam's Fortnight Ramble," followed with "Lines to the Gentle and Loving." In later years he revised these works and compiled them with other writings, and issued them with the title of "Rhymes Atween Times." Since then he has published a work containing his hymns and metrical psalms. A deep religious feeling pervades his productions. He was for many years an elder of the old Pine Street Presbyterian Church, which office he now holds in the First Presbyterian Church of Germantown, and has always taken a deep interest in the temperance cause. One of the earliest mission schools was started under his supervision in one of the vilest sections of Philadelphia, and some of his best years were spent in endeavors to benefit outcasts and the lowest classes of society. He was for twenty-five years corresponding secretary of the Philadelphia

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Bible Society, and wrote its annual reports. He is director of several insurance and trust companies. Until recently he was president of the Philadelphia Book Trade Association, and is president of the Type Founders' Association of the United States. He is also a member of the Pennsylvania Historical Society, the Academy of Natural Sciences, and the Pennsylvania Museum of Art.

In 1834, Mr. Mackellar married Miss Eliza Ross, daughter of Samuel Ross, of Philadelphia, who was a stanch Scotch-Irish Presbyterian. His wife proved a true helpmeet, and aided him in his settled purpose never to contract a debt, and never to buy anything that he could not at once pay for. The union continued thirty-seven years, until her death, in 1871, and resulted in a family of two sons and eight daughters, of whom one son and four daughters survive. He has not married again, but finds his home enjoyments in the company of his children and grandchildren.

Jacob Perkins, a most ingenious artisan, at one time resided in Philadelphia, and in 1814 was a member of the house of Murray, Draper & Fairman. He patented, in 1799, an improvement for decarbonizing and hardening steel for the indenting cylinders of engravers. In 1819, Perkins, "late of Philadelphia," took out a patent in England for "machinery applicable to engraving, etc." He was awarded by the London Society of Arts the "thanks of the society" for communicating to it for publication certain parts of "the siderographic process for multiplying copies of engravings." The second lithographic establishment in the United States was opened in Philadelphia in 1828 by Kennedy & Lucas, but for want of practical printers was soon abandoned. About the same time Messrs. John Pendleton, Kearney, and Childs employed the late Rembrandt Peale, the great portrait-painter, who, together with Swett Pendleton, removed to New York, where they established the first lithographic establishment in that city, while the business in Philadelphia was continued by C. J. Childs and H. Inman. Two years later Mr. Lehman took the place of Inman, and the firm became Childs & Lehman, and continued until 1834, when P. S. Duval succeeded Childs, the firm becoming Lehman & Duval, and in 1836, Mr. Duval became sole proprietor. Prior to the establishment of a lithographic office the art had been introduced from Germany as early as 1819. The *Analectic Magazine* for July, 1819, vol. xxiv. p. 67, contained the first specimen of lithographic printing executed in America. The design, as well as the print itself, was made at the works of B. Otis, of Philadelphia, at the suggestion of Dr. Samuel Brown, of Alabama, and Judge Cooper, upon a stone brought from Munich, and presented to the American Philosophical Society by Thomas Dodson. Mr. Otis also executed specimens of lithography upon stone procured near Dicks River, Ky.

This city is also very intimately associated with the original experiments in what has now become the art and science of photography. When that distinguished investigator and inventor, the late Dr. John W. Draper, was making his earliest tests in producing "sun-pictures," he regularly announced the results of his labors in the *Journal of the Franklin Institute*, and in its files between 1834 and 1839 many of the papers in which he reported his curious and interesting efforts may be found. In 1839 the success which Daguerre had achieved in France was noticed in the Philadelphia papers, and Dr. Bird, then chemical professor in one of the medical schools, was asked what he thought of this new mode of copying objects with a sunbeam. He laughed it down then as a hoax, but he soon had reason to change his opinion, and at the time of his death, in 1854, he was probably the ablest writer on the subject in the United States. Joseph Saxton, a thorough genius in mechanics, went to work to construct a camera and baths, and with this, the first apparatus of the kind ever made in Philadelphia, he took a picture of the old Arsenal and the cupola of the old Philadelphia High School. This view was made from a window of the United States Mint, in which Saxton was an employé. In the *Journal of the Franklin Institute* for October, 1839, Professor J. F. Frazer, of Philadelphia, published a translation, made by himself from the French, of a full description of the Daguerre process; and by following the directions therein contained he succeeded in making a daguerreotype picture. The earliest portrait from life taken in Philadelphia is believed to have been of Dr. Kennedy, principal of the Polytechnic Institute, made by Professor Walter R. Johnson in 1839. Robert Cornelius was the first to enter into the business of taking portraits, and the first picture made and sold in this city was that of John McAllister, the optician. Thompson, Retzer, and John Plumb soon afterward established their galleries. Much interest was stirred up among gentlemen given to scientific pursuits, and Dr. Goddard, at that time engaged with Dr. Hare, professor of Chemistry in the University of Pennsylvania, made a valuable improvement by the introduction of bromine as an accelerator. Dr. J. E. Parker at this early date surpassed all rivals in producing out-door views of street scenes and buildings, and he and a Mr. Reed did very much toward perfecting the apparatus. A Mr. Mason, in 1839, produced by the light of a small gas-burner an excellent copy of an engraving, which was probably the first picture ever taken by artificial light, and he also made a daguerreotype on steel.

Langenheimer was an artist who attained a great reputation shortly after 1840. He was a brother-in-law of Voigtlander, of Vienna, the inventor of the achromatic object-glasses, and, taking up the art where Cornelius left it, he was for several years the leading photographer, not only in Philadelphia, but probably in the world. He was succeeded, in 1850, by Mr. Schreiber. In 1844, Samuel Van Loan introduced into Philadelphia the Laborde process, by which

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a pure natural white was produced on the plate. J. E. Mayall became, in 1845, the proprietor of a gallery at No. 140 Chestnut Street, which, in the next year, he disposed of to M. A. Root, who had previously been a member of the firm of Root & Collins. Samuel Broadbent, who had been a pupil of Professor Morse, went into the business in this city in 1851. John Quail, another Philadelphia artist, invented the multiplying camera in 1848. Some time about 1853, McClees & German were the original users here of the crystallotype, whereby pictures were impressed on glass. They copied and transferred to boxwood blocks, ready for the engraver, a fac-simile of the treaty with Japan, which was cut upon wood, stereotyped, and printed in the Japanese language. In 1852–53 the photographic process was taking the place of Daguerre's methods, and Dr. Charles M. Cresson and Dr. Giles Langdell, of Philadelphia, were making very good portraits and views on papers by the employment of collodion. One branch of this system, a solar impression upon a glass plate, was given the name of the ambrotype or "imperishable picture," which was devised in M. A. Root's gallery. In 1860 the leading photographers in Philadelphia were Gutekunst, Hipple, Turner, Morgan, Cooper, Rehn, Hurn, Willard, Keenan, and Reimer. One of the later and most useful improvements is the phototype process, invented by Jacoby, of Neuendorff, Germany. In 1878, F. Gutekunst, a leading Philadelphia artist, bought the right for the United States to Jacoby's patents, and brought over as his superintendent the son of the inventor, who directs Mr. Gutekunst's establishment, and has brought the phototype to a high degree of completeness and artistic value. By this process the negative is transferred by the aid of gelatine and bi-chromates to a glass plate, from which any number of impressions may be taken on a printing-press. Literally, it is photographing on printers' ink, and is applied to portraits, street scenes, landscapes, buildings, vessels, machinery, etc. Its simplicity, economy, and fidelity to detail are so generally appreciated that it is employed for every purpose that photography can fulfill.

In the twenty-four years that have elapsed since 1860 the number of photographers has not only become greatly enlarged, but the art has been correspondingly improved until now it commands the services of men of the highest artistic power and the widest technical skill. Many of the Philadelphia photographers are not surpassed in the world, and the work which they produce has a universal reputation.[1]

The typographical art was in its infancy as compared with the present day, when the ponderous tomes of Barlow's "Columbiad," Rees' "Cyclopædia," Hume's "History of England," Robertson's Histor-

[1] Among the contemporary artists William T. Richards, a native and resident of Philadelphia, has won both fame and success. He owes his early encouragement in the artistic career to Paul Weber, and when, in 1854, he painted his first picture, a view of Mount Vernon, connoisseurs were quick to see that he possessed genuine gifts in composition and color. This work is now in the possession of Mrs. Joseph Harrison. Some of his principal canvases and their owners are the following: "Study of Tulip-Trees," William T. Walters, Baltimore; "Path in the Woods," Hugh Davids, Philadelphia; "Midsummer," Mrs. Charles Sharpless, Philadelphia; "Woods in June," R. L. Stewart, New York; "The Meadows," William Wilstach, Philadelphia; and "The Wissahickon" and "The Forest," George Whitney, Philadelphia. Since 1870, Mr. Richards has given most of his attention to marine subjects, and has produced "Mid-Ocean," and a series of studies at Atlantic City, which were purchased by William Sellers, and "Sea and Sky," now owned by Mrs. Zabriskey, of New York. From his studies on the south coast of England he has painted "Land's End," now the property of George Whitney, of Philadelphia, "Cliffs of St. Levan," bought by Potter Palmer, of Chicago, and "King Arthur's Castle," which the artist has retained. In 1883, Mr. W. W. Corcoran ordered from Mr. Richards two large works for the Corcoran Art Gallery at Washington, one of which is a view upon the New Jersey coast. Another picture—"Thus far shalt thou go, and no farther"—was painted for William B. Bement, of Philadelphia. Between 1870 and 1880, Rev. E. L. Magoon collected eighty water-color drawings, mostly of marine subjects, made by Mr. Richards, and presented them to the Metropolitan Art Museum of New York. Mr. Magoon also gave an order to him for seven of the historical landscapes of England in water-colors, which in 1883 he presented to Vassar Female College. Mr. Richards has had the honor of exhibiting at the Royal Academy of London.

No Philadelphia artist is more widely known than Peter F. Rothermel, who, in the sixty-seventh year of his age, still paints with much vigor and expression. To the general public his name is most closely associated with the immense canvas upon which he has delineated the battle of Gettysburg,—a work which he produced in compliance with a commission from the Pennsylvania Legislature, and which is the great battle-piece of the civil war. His genius inclines to historical painting, and among his subjects have been "De Soto discovering the Mississippi," "Columbus before Isabella the Catholic," "Christian Martyrs in the Colosseum," "Patrick Henry before the Virginia House of Burgesses," and the "Noche Triste." A "St. Agnes," that he painted more than forty years ago, is owned in St. Petersburg. His "Christabel" and "Katherine and Petruchio" earned critical commendation in the early portion of his artist life.

Paul Weber was a German artist, whom many Philadelphians will remember as having had a studio in this city from 1848 to 1860, when he removed to Munich. He was at his best as a landscapist, and many of his pictures are still to be seen in the Academy of Fine Arts and in the private galleries of Mrs. Joseph Harrison, James L. Claghorn, and Mr. Tilge. His son Carl, who was born here in 1850, returned to Philadelphia in 1873, after studying in Europe, and established his studio. Some of his pictures are in the Academy of Fine Arts, and others are in the possession of private patrons of art. Paul Weber's nephew, Philip Weber, is another Philadelphian by birth, and also opened a studio in this city in 1873. His "Yosemite Falls," "Heidelberg Castle," and two views of Rio Janeiro, belong to Charles J. Harrah, of Philadelphia. Mr. Craig, of Philadelphia, purchased his "Rainy Day in Munich" and "Twilight in Munich."

Charles E. Dana, who has taken a leading position among painters in water-colors, is young in the art world, not having established his studio until 1881, when he returned to Philadelphia from the foreign schools, but his ability is distinctly recognized, and he has already achieved an enviable reputation.

Peter Moran is one of the three Moran brothers, who are all distinguished as artists. His studio has been located in Philadelphia since 1865, and in 1872 he was elected a professor in the Philadelphia School of Design for Women. During the summers of 1878, 1880, and 1881 he visited the far West, and made sketches that have since been reproduced in most striking pictures of scenes in the new country. The greater portion of his works have been sold in New York, but the "Return of the Herd," which was on exhibition at the Centennial, is owned here. For ten years past he has been largely engaged in etching from original designs, and has done much to develop that branch of art. He is now president of the Etching Club, of which his brother-in-law, Stephen J. Ferris, is a member. Both of them rank among the most accomplished of American etchers. Mr. Ferris is, moreover, an admirable figure- and portrait-painter, and a teacher in the Philadelphia School of Design for Women, and his son, Gerome Ferris, is following in his footsteps.

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ical Works, Wilson's "Ornithology," and Marshall's "Life of Washington," were printed in the offices of the city. The war of 1812–15 did not advance the art of printing, but when, a few years later, the country began to accumulate capital, and the new art of stereotyping came in to supplement that of printing, there was a decided change. Not being obliged to pay for setting type for a new edition, the cost of book-making was reduced, and hence more customers were to be found around the counters of booksellers. It was about the year 1820 that Lawrence Johnson directed his attention to the new art of stereotyping. This eminent type-founder, son of Edward Johnson, a merchant of Hull, England, was born Jan. 23, 1801, in that city. While a mere boy he exhibited in his studies that industry, energy, and quickness of perception which characterized his whole after-life. Having attained the age of nineteen years, he decided that the United States was his proper field of labor, as affording the scope which his ambition craved. He succeeded in inducing his parents to accompany him, and on July 4, 1819, they arrived in New York. His father, not liking that city, purchased land in Cayuga County, N. Y., on which he made his home. Lawrence Johnson remained in New York, and entered the employ of a Mr. Gray, a printer, where he devoted himself to his business with a diligence almost incredible, frequently protracting his labors from sixteen to eighteen hours a day. Not many months afterward his attention was directed to the comparatively new art of stereotyping, and, with a view of obtaining a knowledge of it, he entered the employ of Messrs. B. & J. Collins, of New York. This knowledge obtained, about 1820 he removed to Philadelphia, and set up a stereotype foundry. Owing to his imperfect knowledge of its details and his limited means, he met with many difficulties, but with that indomitable perseverance which never forsook him he overcame them all. In 1833, Mr. Johnson added type-founding to his previous calling. The original proprietors of the Philadelphia Type Foundry, Messrs. Archibald Binny and James Ronaldson, had withdrawn from the business with considerable wealth, and Mr. Richard Ronaldson, brother of one of the preceding firm, who then held it, felt himself unsuited to the progressive demands of the time. Mr. Johnson thought he saw what was needed, and, in connection with George Smith, purchased the establishment, connecting stereotyping with type-founding.

Throwing all his energies into the business, he soon found that he was not mistaken in his calculations that the foundry was susceptible of resuscitation, and under his judicious management the Philadelphia Type Foundry began to emerge from the slough of despond into which it had hopelessly drifted, and gradually but steadily advanced to the prominent position which it now holds. Availing himself of the newly-discovered art of electrotyping immediately upon its development, he bore down all rivalry in the production of a new quarto specimen-book that has no superior in the world of typography. Mr. Johnson was aware that there was no standstill in type-founding,—all must be onward and progressive. He was ever a patron of improvement, and encourager of the mechanic and artisan, and to his memory be it spoken he was never known to appropriate to himself the labor of an artist by electrotyping, but acquired the matrix by purchase; indeed, one of the last acts of his life, in conjunction with other leading type-founders of this city, was to procure, by petition to Congress, such a modification of the copyright law as to afford protection to letter-cutters, engravers, and originators of designs. In 1845 he associated with him Thomas Mackellar, John F. Smith, and Richard Smith, all of whom had been in his employ for many years, and who, after his death, which occurred

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Newbold H. Trotter is a Philadelphia artist, who has been at work since 1858, and whose specialty is the painting of animals. His "Herd of Buffaloes Attacked by Wolves" and "The Last Stand" were in the Centennial Exhibition, and were bought by Gen. Sherman for the army headquarters at Washington. In the three years following he painted for the War Department "After the Combat," "Grizzly Bears," and "The Indian Camp." On a commission from Gen. Sherman he has since made a picture of the famous soldier on horseback, and he is now engaged upon painting the mammalia of North America for *Hayden's Journal*.

Isaac L. Williams, who has been since 1869 president of the Artists' Fund Society, is highly distinguished as a portrait-painter, although many landscapes have come from his easel. Among his portraits are those of Governor Shunk, Richard Penn Smith, Thaddeus Stevens, Dr. Frederick Muhlenberg, and Rev. Dr. C. P. Krauth. His other works include the "Castle of Baiaie," and "Ruins of Cumæ." He painted a series of views of the historic mansions of Philadelphia, which are now the possession of the Historical Society.

James Hamilton was an Irishman by birth, and his style was strongly influenced by his study of Turner and Clarkson Stanfield. Previous to 1875 he had for some years a studio in Philadelphia. His best known works are "The Sceptre shall depart from Egypt," "The finding of Perdita," "The Home of the Sea Gulls," "What are the Wild Waves Saying?" and "The Ancient Mariner." He died in San Francisco after leaving this city.

Bernhardt Uhle, a native of Saxony, has a studio in Philadelphia, and his work is highly praised for the strength and fidelity that are features of the German schools in which he was a student.

George C. Lambdin is a son of James R. Lambdin, and studied with his father at the Academy of Fine Arts. In 1859 he was a portrait-painter in Philadelphia, and in 1868 he removed to New York, where he remained three years, becoming an academician in the mean time. He has since returned to Philadelphia, and made great success in flower-, figure-, and portrait-painting.

Hermann Herzog is now permanently settled in West Philadelphia, after spending some years in American and foreign travel. Mr. Wernwag, of this city, bought his "Waterfall in Norway," and others of his paintings are owned by William B. Bement and Mr. Haseltine.

Prosper L. Senat, who has had a studio in Philadelphia for fourteen years, is a painter of massive subjects. A large picture from his brush is one of the Temple collection, and hangs in the Academy of Fine Arts.

James B. Sword was a pupil of William T. Richards. He has a studio in Philadelphia, but, as he principally paints pictures of New England and its sea-coast, most of his works are sold in Boston. Some, however, are in the private galleries of Philadelphia. Mr. Sword is president of the Philadelphia Society of Artists.

J. Henry Brown is the leading painter of miniatures in this city, and has produced in that style portraits of Buchanan, Lincoln, Commodore Stockton, Harriet Lane, Horace Binney, John M. Reed, Joshua Lippincott, and many others.

Samuel B. Waugh began his artistic career in Philadelphia about 1843, and has principally devoted himself to portrait-painting, in which he excels.

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L. Johnson

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April 26, 1860, continued the business. We may here add that it was by no means as a type-founder only that his influence was felt. He contributed largely to the development of other important industries and pursuits, such as coal-mining, banking, etc.

A friend, who for more than thirty years prior to Mr. Johnson's death enjoyed his uninterrupted friendship, traveled with him in foreign lands and in our own land, and for months was his only companion, has furnished the following excellent analysis of his character and proper tribute to his worth:

"Mr. Johnson's mental character was strong and well balanced. He possessed a vigorous understanding, great mental resources, remarkable powers of concentration and abstraction, and a well-cultivated mind. In his active and useful life he studied men and things continually, and was a precise and logical reasoner. Those who had intercourse with him cannot but have noticed how largely decision of character was developed. His mind was not only rapid in its operations, but of great grasp. While listening to the recital of anything in which he was concerned, his opinions (which he rarely found it necessary to change) were made up, so that when the statements were finished he was ready to act in the matter on hand at once, although involving large interests. He was a liberal and benevolent man. After his decease it became the duty of the writer to examine critically his books of accounts and papers. The goodly array of figures of his charity account abundantly attests that with his increasing means his charities extended. There was no ostentation in his benevolence. Many a widow's heart has leaped for joy in receiving a ton of coal or a barrel of flour from an unknown donor. Many a poor man's rent has been paid, and the landlord's acknowledgment been anonymously forwarded. Many a poor boy has been benefited by his counsels, and assisted with material aid, of which his own family, much less the world, knew nothing. He was a just man; while he expected and insisted on punctuality and strict probity from others, he was prompt and scrupulously exact in rendering to every man his due. All who knew him relied implicitly on his word, from which he was never known to swerve. Where his confidence was reposed, no amount of misfortune or difficulties could shake it; but when once forfeited by trickery, breach of faith, or otherwise, it could never be regained. In compounding or arranging with honest, but unfortunate debtors, his large liberality became almost proverbial, and many instances could be cited where, in meetings of creditors, his manly and liberal course so moved his fellow-creditors that arrangements were effected upon the spot whereby the unfortunate debtor was enabled to go on with his business, and in many cases afterward to attain prosperity. The many corporations and societies in Philadelphia with which he was connected have spread in their minute-books their estimate of his value as a citizen, and the personal loss they sustained when his wise counsels were withdrawn. At a meeting of book publishers held immediately after his death, the venerable chairman, Henry C. Carey, Esq., said of him, 'I have known him perhaps longer than any of you. One of his first business operations was undertaken for me. I have found him, in all his relations, honest, intelligent, and upright. We could scarcely find a better man, and I have no hesitation in saying that he was as worthy as any man I ever knew.'"

Among the resolutions adopted at that meeting was the following:

"*Resolved*, That in his decease the community has lost one of its worthiest citizens, for with an unsullied personal integrity and a heart of the kindest promptings he united clearness of judgment, activity of enterprise, faithfulness and diligence in an extensive business, and thus presents, in his finished character, a union of qualities rarely combined, which we shall ever cherish as an incentive and an example."

Contemporaneous with Johnson was that other great type-founder of Philadelphia, Jedediah Howe, who came to the city from New York in 1823, and soon after his arrival formed a copartnership with Lawrence Johnson, which continued in force until Howe's death, in 1834. After Howe's death his establishment was purchased by John Fagan, who, on his accession to the business, increased it largely, and prosecuted it for thirty years. In 1863, Mr. Fagan retired from active business, and was succeeded by his son, the firm-name being J. Fagan & Son.

Conger Sherman, one of the old and wealthy printers of the city, was born at New Scotland, N. Y., Aug. 7, 1793, and came to Philadelphia in September, 1811. He purchased, in May, 1830, the printing establishment of Towar & Hogan, and began business with four or five hand-presses, printing the Bible and Henry's "Commentaries." His progress was very slow for the first four or five years. In 1837 he put up his first steam press,—the second press of the kind for printing books in the city. In 1864 the business passed into the hands of Roger Sherman, the son of Conger, with Messrs. M. F. Benerman and Andrew Overend, as Sherman & Co. Robert P. King and Alexander Baird in 1838 formed a copartnership in the printing business. In 1844 they commenced the publication of the *National Clay Almanac*, the pioneer of millions of other almanacs issued by them. They possessed rare facilities for printing in foreign languages, and issued a hymn-book in Cherokee, numerous works in Swedish, several in Norwegian, a stereotyped Episcopal prayer-book in the Grebo language, and also a dictionary of the Grebo dialects.

In addition to being the great centre of publication for medical and educational books, the city possesses the most extensive distributing concern in the world. The latter was founded by and owes its success to John Grigg. In 1816, Mr. Grigg came to Philadelphia, and made the acquaintance of Benjamin Warner, a bookseller, with whom he immediately became associated in business. Among the clerks were John Bouvier, afterward the eminent judge, Uriah Hunt, and John B. Ellison. In 1817, Mr. Grigg visited almost every part of Virginia for the purpose of replacing by a correct map the defective one then published. His map became successful, and was cordially acknowledged by the State Legislature. After the dissolution of Warner & Grigg, by the death of the former, a new firm was formed of Grigg, Elliott & Co., which continued until 1850, prior to which date, Jan. 1, 1847, Henry Grambo, Edmund Claxton, and George Remsen were taken in as partners. Upon Mr. Grigg retiring the firm became Lippincott, Grambo & Co., and afterward J. B. Lippincott & Co. Familiar as is the name of the great publishing house of J. B. Lippincott & Co. throughout the reading world, there are probably not many people who know from what small beginnings it has grown, or that it can trace its foundation back to a date more than a hundred years in the past. In that time extensions and the absorption of other establishments have aided in building it up; but it is a fact that it comes in direct descent from the book-shop that Benjamin Johnson kept on Market Street in the concluding quarter of the eighteenth century. Johnson relinquished the business by sale to Benjamin Warner,

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and the latter sold it to John Grigg, a business man of rare sagacity and energy. Soon after 1825, Mr. Grigg took Hugh Elliott into partnership, and with their conjoint enterprise the firm of Grigg & Elliott was made the principal publishing concern of its day; but it was destined to be eclipsed by its successor, the house of J. B. Lippincott & Co. Joshua B. Lippincott, the founder and present head of the house, was born in Burlington County, N. J., of a family whose members belonged to the Society of Friends. Within two years previous to 1830 he came to Philadelphia, and obtained a situation in a book-store. It was not within his honorable aspirations to be a leader in his field of labor that he should remain a subordinate in his chosen career, and he only continued an employé until he had amassed sufficient capital to command an independent business. Still, while patiently waiting and working for his opportunity, he had thoroughly mastered the details of the book trade, and had so gained the confidence of his employers that he was entrusted with the entire charge of their store. The opportunity came in 1836, when he founded the publishing firm of J. B. Lippincott & Co., at the corner of Fourth and Race Streets. Its first issues, and those of some time afterward, were chiefly Bibles and prayer-books, which proved immensely popular on account of the elegant styles of print and binding, to which Mr. Lippincott gave special attention, and of which he had made a study.

The house gave other publications to the world, and its operations became so large that it removed to a six-story building at the corner of Fourth and Commerce Streets, erecting another edifice of similar dimensions in Fifth Street, above Cherry, for the manufacturing department. Many men in Mr. Lippincott's position would then have considered that they had garnered the full crop of success, but he had a loftier ambition, nothing less than that of placing his firm at the head of the Philadelphia book trade, and to do that it was necessary for him to buy out Grigg & Elliott. It was a bold stroke, and required almost his entire capital; but he did not shrink from it, and in the consummation he made himself the master of the field. The purchase was made in 1850, when Grigg, Elliott & Co. occupied premises on Fourth Street above Market. Their successors remained in the same location for thirteen years, steadily enlarging the business and adding to the list of their publications, which embraced every branch of English literature and translations from foreign languages. In 1860, Mr. Lippincott found that the Fourth Street premises were becoming too limited for his operations, and he bought a large lot on Market Street, above Seventh, on which were erected, in 1863, the buildings, Nos. 715 and 717 Market Street, that the house now occupies. They cover a ground surface of two hundred by forty-five feet, and are five stories high, and at the time of their erection it seemed to persons not familiar with the needs of the business that so much space could not be possibly occupied with advantage. But in 1871 it was found that the firm had really not sufficient room, and to increase its facilities, property was purchased on Filbert Street, in the rear of the original building, and on it were erected the accommodations for the manufacturing department, in order to bring all the departments substantially under one roof. The ground space is run together in one vast room, extending northward three hundred and sixty-five feet from Market Street, and in its arrangement as a book-store is simply unsurpassable. The front section, nearly two hundred feet long, is used for the large retail trade, and on these long arrays of shelves and counters may be found the standard volumes of all the leading publishing houses in the English-speaking world. Mr. Lippincott gave early attention to the importation of the imprints of London publishers, with the result that his house has long been recognized as having no superior in the import trade. The arrangement and classification is exceedingly simple, and yet so perfect that a salesman can instantly put his hand on any work called for. The lover of books could have no keener enjoyment than permission to walk among and choose from this collection of all that is best in all departments of literature.

Back of the retail department, and occupying the middle of the ground floor, is the counting-room, where the members of the firm and their business assistants have their desks and offices. Here is centered the management of the divers affairs of the establishment, and how manifold these interests are may be judged from the fact that each morning's mail brings in an average of 250 letters, and as many postal cards. Here, too, is the especial sanctum of Mr. Lippincott himself,—an apartment which holds many a secret of aspiration and disappointment in the world of letters. "Could I relate the scenes that have occurred within that room," he has said, "you would fully appreciate the annoyances and trials of a publisher's life. But its mysteries are sacred, and the blank, sad histories of would-be authors, and the little foibles of the really great authors, must all slumber there untold."

At the rear of the counting-room is the publication department, with the various offices and desks of the salesmen and clerks. It opens at the farther end on Filbert Street, near which are situated the business offices of the magazines and the school-book department. The very heavy trade in these publications is conducted here, but the bulk of the shipping is done in the vast basement. On an average over twenty States are reached daily by the shipments from this department, which aggregate 25,000 boxes and packages yearly, independent of the local deliveries. A sub-basement in the rear contains the engines and boilers, and near by are the fire-proof vaults in which are stored stereotype plates representing an investment of half a million dollars.

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J B Lippincott

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Above the first floor the front and rear buildings are connected by bridges. The second, third, and fourth floors of the front building are devoted almost entirely to the immense stationery trade, and at the rear of the second floor are the editorial offices of the "Gazetteer," dictionaries, and other works of reference. The fifth floor is used chiefly for storage purposes, especially of the stock of unbound sheets of various publications. Passing over the bridges from the front fifth story, the visitor finds himself in the midst of an industrial town with a population of over 450 persons. Book composition is conducted in light and airy quarters on the Filbert Street side of the third floor, containing facilities for employing several hundred printers. The remainder of this floor is taken up with the blank-book manufactory, and on the fourth floor are the press-rooms, equipped with twenty-seven printing-machines. The bindery is on the fifth floor, and is very complete in all its appointments. The remaining features of the factory are a stereotype foundry and an engraving department, which, though not owned by J. B. Lippincott & Co., furnish them with all the facilities of the kind required.

While the original trade of the house was largely in Bibles and prayer-books, the literary territory which it now covers includes miscellaneous books, history and biography, religious, fiction, poetry, gift-books, juvenile, medical, scientific, law, dictionaries, works of reference, and educational publications. These embrace the titles of over 2500 volumes, and the number is increasing at the rate of over 100 a year. The first five departments, taken together, constitute one of the finest lists of general literature issued and imported by a single firm to be found in the whole world. Beginning with the miscellaneous department, we find, among many others, the complete works of such standard authors as Addison, Carlyle, Goethe, Irving, "Junius," Lamb, Landor, Schiller, Sheridan, Sterne, and Swift; the philosophical speculations of Berkeley and Fichte; the graceful and favorite writings of Heine and Lamartine; complete sets of Bohn's valuable libraries; and Lippincott's famous edition of the Ancient Classics, translated under the editorial direction of Rev. Lucas Collins by some of the most eminent scholars of the day, and rapidly approaching the dimensions of a large library. History and biography are even more richly represented. Gibbon's "Decline and Fall of the Roman Empire," Hume's and Macaulay's Histories of England, Agnes Strickland's "Queens of England," Knight's "Popular History of England," the complete historical works of Prescott, Kirk's "History of Charles the Bold," Ranke's "History of the Popes," Henry A. Wise's "Seven Decades of the Union," Charles Francis Adams' "Memoirs of John Quincy Adams" and "Life of John Adams," Rev. William R. Alger's interesting "Life of Edwin Forrest," Bigelow's edition of "Benjamin Franklin's Autobiography," Bulwer's "Life of Palmerston," Forster's "Life of Charles Dickens," Hazlitt's "Napoleon," Randall's "Jefferson" and "'Stonewall' Jackson." These titles sufficiently indicate the wealth of learning and reminiscence here accumulated.

Turning to the departments of religion, fiction, and poetry, we shall find each in its way equally complete and valuable. The former includes several special publications, such as Jamieson and Fausset's "Commentary on the Old and New Testaments," one of the greatest works of the kind ever put forth, and Kitto's "Comprehensive Biblical Cyclopædia," on which vast labor and large capital have been expended. In the same department is a very valuable collection of the hymn-books used in the Protestant Episcopal Church. To attempt to enumerate the authors and works included under the heads of fiction and poetry would be to name nearly everything of value in the long list of classic imaginative literature, besides much of the choicest in later writings. The standard novelists, like Scott, Thackeray, Dickens, Bulwer, and Charlotte Bronte, are found in a great variety of editions, cheap and costly, regard being had to every grade of taste and means,—as, for example, in the Waverley novels, which can be had in the paper edition at 25 cents a volume, or the substantial but plain "People's" edition, at $12 per set, or the chaste and beautiful "Abbotsford" edition, at $18 to $39, or the "Walter Scott" edition, handsomely illustrated from steel plates, at $25 to $62, or, finally, the magnificent "Edinburgh" edition, containing over 1500 wood-cuts and steel engravings, and selling at $84 to $125, according to binding. The popular "Aldine" edition of the British poets includes the standard English authors, and recent American poets are represented in the works of Boker, Buchanan Read, and Sidney Lanier.

More attention is paid by this house than by most to the old favorites of fiction, the interest in which never diminishes. Among the later writers whom Mr. Lippincott may be said to have brought out is Mrs. A. L. Wister, whose translations from the German, embracing the Marlitt novels and others, are having an immense sale. The gift books include the superb artist's edition of Gray's "Elegy," issued in 1883 at a cost of many thousand dollars, Irving's "Sketch Book," and the variorum "Shakespeare." The scientific, medical, and legal departments reveal such names and titles as Drs. Agnew, Garretson, Duhring, Bartholow, Thomas, Da Costa, Hammond, Leidy, Mitchell, and Wood, the "United States Dispensatory," of which more than 100,000 copies have been sold, Sharswood's edition of "Blackstone's Commentaries," Bouvier's "Law Dictionary," and many more standard works. Of the works of reference, the first in order of publication was the "Dictionary of Authors," prepared by Dr. S. Austin Allibone, which was followed by Lippincott's exhaustive "Pronouncing Gazetteer of the World," which has now grown to a ponderous volume of nearly

2500 octavo pages. Side by side with the "Gazetteer" may be placed the "Pronouncing Dictionary of Biography and Mythology,"—a work of vast erudition.

J. B. Lippincott & Co. purchased, in 1876, from Brewer & Tileston, Boston, the entire rights in Worcester's Dictionary. Under the management of the new proprietors the sale has been pushed with such vigor that it has more than trebled, the increase in the European demand especially having been of late very marked.

Other standard reference works issued by this firm include Allibone's dictionaries of "Poetical" and "Prose Quotations," "Thomas' Medical Dictionary," the important "United States Dispensatory," the "Encyclopædia of Chemistry," and Chambers' valuable "Encyclopædia," "Cyclopædia of Literature," "Book of Days," and "Information for the People;" also Brewer's "Reader's Hand-Book." The publication of Chambers' "Encyclopædia," which has enjoyed large sales, was begun in 1860.

As at present (1884) organized, the firm includes, besides its senior partner, Craige, Walter, and J. Bertram Lippincott, sons of J. B. Lippincott, J. Shoemaker, George Wood, R. P. Morton, and W. S. Washburn.

One of the great firms of publishers and booksellers in Philadelphia is that of Porter & Coates, one of the members of which is George Morrison Coates. He was born in this city Aug. 20, 1817, and traced his lineage to the Percys of England, a family that warmly supported the royalist cause during the bitter contest between Charles I. and Parliament, and some of whose members became Quakers, and emigrated to America with Penn. Educated in the Quaker schools of Philadelphia, his business life was commenced in the dry-goods trade, and he subsequently established with his brother Benjamin the firm of Coates Bros., which became one of the largest dealers in wool in Philadelphia; and in 1869 he and his brother also became partners in the publishing house of Porter & Coates. From a small beginning it has advanced to the front rank of American publishers, each succeeding year witnessing an increase of its transactions. Mr. Coates has all his life been engaged in large enterprises. For ten years he was a director of the Pennsylvania Railroad Company, which he entered into when many shrewd business men feared that its future laid in the direction of failure and bankruptcy. But foreseeing its coming prosperity, he not only invested his own means in its securities, but he persuaded his friends to purchase, and no one was more effective than himself in procuring from the city the subscription of $5,000,000 toward the completion and equipment of the road. He was one of the early members of the Union League, and gave his time and money freely to movements in behalf of the national government. Although he would never accept any office of emolument, he was an elector on the Republican Presidential tickets of 1864, 1868, and 1872, and probably has had more votes cast for him than any other man in the United States. From 1863 to 1870 he was a member of the Board of Health, and for many years a director of the Board of Trade. He was married in 1840, and has several sons, who are associated with him in both the wool and the publishing business.

Maj. Louis H. Everts, the publisher of this history of the great city of Philadelphia, has qualified himself by long experience and large enterprise for the preparation and issue of local historical works, in which line of business he is not excelled by any competitor in the United States. He had but recently left the military service of his country, when, in 1866, he established a publication house in the West, and as his operations extended, a removal to a more central point of business facilities was found indispensable, and he therefore transferred his headquarters to Philadelphia in 1872. Since then he has been a very busy and successful man. In all he has issued over two hundred local histories, embracing cities, counties, towns, etc., in New York, Pennsylvania, Michigan, New Jersey, Massachusetts, Connecticut, Maine, Ohio, Maryland, Indiana, Tennessee, Missouri, New Hampshire, and California. In these many volumes are preserved, in an enduring and concise form, the valuable records of many American cities or other political divisions, from the day when they came into existence to that of the issue of the books, a fact the simple statement of which denotes the importance of his publications. In authenticity, in literary finish, in fineness of illustration, and in typographic style excellence is always aimed at and attained. Besides the histories, Maj. Everts has published the "Cyclopædia of Methodism," edited by Bishop Matthew Simpson; the "Baptist Encyclopædia," edited by Rev. William Cathcart, D.D.; and the "Cyclopædia of Freemasonry," edited by Dr. Albert G. Mackey.

Major Everts is the son of Samuel C. Everts, and is a native of Cattaraugus County, N. Y. In 1861 he resigned from the house of Potter Palmer, Chicago, to enter the army, assisting to raise a regiment in Kane County, Ill., and accepting a commission as lieutenant. He served with the western armies, and was detailed as aide-de-camp to Gen. Hackleman just before the battles of Iuka and Corinth, in the fall of 1862. From President Lincoln he received the commission of assistant adjutant-general of volunteers, with the rank of captain, and was assigned to the staff of Gen. T. W. Sweeny, commanding the Second Division, Sixteenth Army Corps. He marched with Sherman from Atlanta to the sea, and on to Washington.

At the close of this memorable campaign, the field and staff officers of the division united in a testimonial to the adjutant-general, which secured his promotion for meritorious services, and was indorsed by the major-general commanding as follows:

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Geo. Morrison Coates

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Gottlieb Vollmer

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"HEADQUARTERS FOURTH DIVISION, FIFTEENTH ARMY CORPS,
NEAR WASHINGTON CITY, D. C., June 3, 1865.

"Respectfully forwarded and earnestly recommended,—an officer able, faithful, and gallant, in every way deserving promotion.

(Signed)

"JOHN M. CORSE,
"Brevet Major-General commanding."

The application was approved by corps and army commanders, and the promotion secured.

In 1882 the printing business was as follows:

	No. Establishments.	Value of Product.
Printers, job	241	$3,783,900
Printers and newspapers, etc	91	6,076,600
Publishers of serials	23	350,000
Printers of music	5	154,000
Plate printers	7	138,600
Lithographers	29	954,200
Printers' frames, etc	8	86,400
Book-binders	41	1,524,000
Book-binders' materials	3	43,200
Book printers and publishers	18	2,259,800
Book publishers	62	3,493,010
Total	528	$18,813,710

The hands employed in these establishments aggregated 9683.

Carriages were made in Philadelphia by George Bringhurst before 1790, who manufactured "all kinds of coaches, chariots, post-chaises, kittereans, phætons, waggons, curricles, chaises, chairs, and whiskeys of the newest fashion, for home and abroad." The first great improvement made in the construction of riding carriages was the introduction of iron axles and steel springs, by which greater lightness, without loss of strength, was acquired. The law of 1794 imposed a tax of from one to ten dollars a year on public and private carriages. There were owned in Philadelphia in 1796, 307 four-wheeled carriages, of which 33 were coaches and 35 chariots, in addition to 553 two-wheeled carriages. It is stated in the report of the Pennsylvania Society of Arts that the importation of carriages had nearly ceased in 1801. The duty on imported carriages by the act of 1797, of twenty-one per cent. *ad valorem*, doubtless contributed to this result, as well as stimulated the manufacture at home. In 1846 the carriage repository of William D. Rogers was established, which in the process of time was enlarged in every respect until it became one of the greatest in the country.

The statistics of the manufacture of carriages and coaches in Philadelphia from 1860 to 1882 are as follows:

Year.	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	52	$610,600	$326,321	1038	$1,051,371
1870	54	874,900	340,728	708	1,199,411
1875	...	.....	.....	.....	4,081,254
1883. Carriages and wagons	...	.....	.....	.....	2,956,528
Of wagons, etc.:					
1860	96	836,650	453,910	975	1,161,431
1870	71	748,700	275,849	510	2,809,148
1880	110	1,921,300	823,643	1578	2,057,119

1882, wagon-makers, 3; wheelwrights, 12; product of wagon-makers, $283,000; of wheelwrights, $104,200.

E. W. Bushnell was the first manufacturer of children's carriages entirely of iron and wood. This business he established in 1831. Before that, little baskets were chiefly used. The *personnel* of the house underwent many changes in the course of time, which finally terminated in the ownership of J. A. Yost. The manufacture of children's carriages, sleds, velocipedes, etc., was not noted in the census of 1860. In that of 1870 it was as follows:

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
	5	$65,600	$31,600	43	$90,607
In 1880:					
Children's carriages and sleds	8	44,800	99,650	83	171,742
In 1882:					
Children's carriages	7	.....	.....	138	193,100

Of the comforts that attend upon furniture the early colonist knew little or nothing. Penn was a wealthy man, and spent £5000 on "Pennsbury." His furniture was imported, and was equal in every respect to that used in England by those who had the *entrée* of Whitehall. But the character of the comforts in the homes of his colonists must not be inferred from that which the proprietary enjoyed, although abundance of the necessaries of life, which soon surrounded that "collection of divers nations" which settled Philadelphia, would in a very short time enable them to supply themselves with much of the comforts which follow convenient furniture. We learn from Mr. Freedley that "in 1840 there were but few furniture-stores in the city, and they mostly small ones, keeping samples of the styles of goods, but relying mainly on orders from their customers to supply work for their employés." A spring sofa was then a luxury, almost a novelty. The art of veneering was just beginning to be understood. Previous to this period a crotch of mahogany-wood (which was then mostly used for furniture) was cut into veneers by a narrow-blade saw drawn by two men.

The factory of the present firm of G. Vollmer & Son, Nos. 22–28 South Fifteenth Street, with warerooms at No. 1108 Chestnut Street and 1105 Sansom Street, is now one of the great establishments in this line of business. Gottlieb Vollmer, who founded it, was born in Ludwigsburg, kingdom of Würtemberg, on the 10th of September, 1816. His parents were Carl and Charlotte Vollmer, of that place. His father was a cabinet-maker, and came to this country in 1830, leaving his son Gottlieb at home to finish his trade and to pass the military examination prescribed by law. Two years later, finding himself exempt from conscription, he followed his parents to America, settling in Philadelphia. When he was eighteen years of age his father died, whereby the support of the widow and of five brothers and sisters, the eldest of them being nine years old, the youngest two years, was thrown upon the young man. Later he married Wilhelmina Gebhardt, and to them were born six children,—three sons and three daughters.

Mr. Vollmer confined himself strictly to his own

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extending business, eschewing public life, and his success, which is to be measured by the business he established and maintained, was due to the most indefatigable perseverance and strict probity of character. Mr. Vollmer died May 17, 1883, leaving his business to be continued by his eldest son, whom he had practically educated for it in this city and in Paris.

The following are statistics of the manufacture of furniture from 1860 to 1882:

Years.	No. Establishments.	Capital.	Raw Material.	Labor.	Value of Product.
1860....	161	$1,008,550	$638,623	1627	$1,854,436
1870....	202	2,724,830	1,590,012	2298	4,578,583
1880....	218	3,239,953	2,625,819	3283	5,229,047
1882....	271	.....	.....	4953	7,594,979

Traces of gold had been found in this colony in the days of Printz. To search out the mineral treasures of the South River or Delaware Colony was enjoined upon the first Dutch Governors by the authorities at Amsterdam, and the inhabitants, as an inducement, were allowed for ten years the sole use of any valuable minerals they might discover; and at Minisink the evidences of their search are to be seen in the "mine-holes" and mine-road thence to the Hudson.

Watchmaking was carried on in 1745 by Robert Leslie, the father of the artist, C. R. Leslie, Maj. Leslie, of the United States army, and Miss E. Leslie, the authoress. In 1789 the Assembly granted him a patent for certain improvements in the mechanism of clocks and watches, which was extended under the United States patent laws.

Among the early clockmakers, advertisements and cards mention Augustine Neisser, who was born in Schlen, Moravia, in 1717, came to Georgia in February, 1736, and from thence removed to Pennsylvania in 1739. He settled in Germantown, and married Catharine Reisinger, a member of the Reformed Church, in 1770. By this marriage he had three sons, —George Henry, born in 1771; Augustine, born in 1774; and Jacob, born in 1777. Augustine, the father, died in 1780, and lies buried somewhere in Germantown. All the clocks of Augustine Neisser's make bear his name on their faces, but none of them have any date of manufacture affixed. John Wood, watch and clockmaker, had his shop at the southeast corner of Front and Chestnut Streets in 1785. He was there in 1791. His name does not appear in the Directory of 1793 or afterward. The locality was known in the middle of the last century as "Peter Stretch's corner." The latter died probably before the Revolution, and was succeeded by Wood. Edward Duffield, clock and watchmaker, was born in Philadelphia County in 1720, and died in 1801. He made the first medals ever executed in the province of Pennsylvania, in honor of the victory over the Indians at Kittanning in 1756. He made philosophical apparatus for Dr. Kinnersly, Franklin, and others. He was in business in Philadelphia probably from about 1741 to 1747. He removed to Lower Dublin, Philadelphia Co., in the latter year, and while there made many clocks and other machinery. David Rittenhouse made clocks from 1751 till 1777. Originally they were manufactured at Norriton, and during the last seven years at Philadelphia. Barton says that Matthias Rittenhouse, the father of David Rittenhouse, had ten children, four of whom were boys, and among whom was Benjamin. The latter is mentioned as the maker of a chronometer in 1786.

William D. Rapp was a well-known clockmaker and watchmaker who, as early as 1831, and probably before, had his shop on the south side of Race Street, between Seventh and Eighth. Benjamin Clark, clockmaker and watchmaker, at the southwest corner of Front and Market Streets, was the son of Ephraim Clark, clockmaker and watchmaker, who was at the same place in 1791. Benjamin succeeded his father about 1792–93. He and his sons were at the same place in 1830 and afterward. During his time the southeast corner of Front and Market Streets was one of the most conspicuous and well-known places in the city.

In "The Traveler's Pocket Companion," published by Mathew Carey, in 1804, mention is made of the Rittenhouse clock in the Philadelphia Library, which, the writer says, "gives notice by ringing an alarm every evening at the setting of the sun, and winds itself up at the same time." The Rittenhouse astronomical clock, in the possession of George W. Childs, was made for Joseph Potts, who paid $640 for it. In 1774 this clock was purchased by Thomas Prior. Gen. Howe offered a large price for it while the British were in possession of the city. The ambassador of the Spanish court also made an effort to purchase it for the king of Spain. After Mr. Prior's death it passed into the hands of Professor Barton. The late Dr. James Swaim purchased it from Dr. Barton.

Another clock made by Rittenhouse is now the property of Ephraim Clark, of this city. This has a chime of bells, and shows the phases of the moon. Rittenhouse made several beautiful time-pieces containing the machinery of a musical clock, with miniature planetarium.

The manufacture of gold and silver ware in Philadelphia has maintained the front rank for many years. Mr. Freedley quotes from Mr. Wallis' "Report on the Industry of the United States" to show that there were "some twelve or fourteen establishments in which a considerable number of persons are employed, and the productions of which are of a varied, but, for the most part, of a useful, as well as ornamental, character. The presentation services of gold and silver plate bear the imprint of Philadelphia manufacture, while every variety of diamond and pearl jewelry, gold chains, gold and silver pencil- and pen-cases, and other articles of personal ornament are manufactured in her shops and sold in her splendid

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stores." William Warner, prior to 1812, established his manufacture of watch-cases, and gold and silver watches are made to a very large extent. The state of this trade in 1860 was as follows:

	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
Gold leaf and foil	8	$81,500	$146,240	123	$224,600
Gold pens, gold watches, etc.	26	743,500	1,163,856	624	1,714,800
Gold and silver assayers, etc.	3	306,000	100,000	212	430,000
In 1870:[1]					
Coinage and assay	3	504,500	4,233,155	244	4,667,168
Gold chains	3	53,000	76,370	48	125,000
Gold watch-cases	8	237,000	342,050	146	828,000
Gold pens	2	7,000	2,900	2	8,000
Gold leaf and foil	9	149,100	164,130	187	287,324
In 1880:					
Gold and silver leaf and foil	7	224,000	233,750	267	518,344
In 1882:					
Gold assay	1	....	....	16	490,000
Gold coinage	1	....	....	242	35,843,960
Gold chains	2	....	....	29	30,000
Gold leaf and foil	10	....	....	421	393,750
Gold platers	3	....	....	12	....
Gold watch-cases	12	....	....	862	1,386,048
Assayers and refiners	7	....	....	75	490,000
Diamond cutters, etc.	9	....	....	61	120,400
Silver watch-cases	1	....	....	218	357,800
Watchmakers' dials and cases	6	....	....	35	32,000
Watch and jewelry repairs	88	....	....	175	298,500

The Keystone Watch-Case Manufactory, Nineteenth above Wylie Street, owes its origin to patents which James Boss took out about twenty-five years ago upon his invention for making watch-cases of two thicknesses of gold, with one thickness of composition metal sandwiched between them, such a case being stronger than one of all gold, firmer, more durable, and yet much less expensive. His plan met with great favor, and in the course of time his business and patents were purchased by the jewelry manufacturing firm of Hagstoz & Thorpe, who so greatly enlarged the trade that it gave rise to the present factory, one of the largest and most complete in the world. There is one five-story and one six-story building, both of brick, and connected by bridges on the various floors. Within they are perfectly equipped with machinery for every phase of the work, from the assaying of metals to the most elaborate ornamentation known to the art. In the basement the ingots of gold, silver, and other metals are melted, and by means of rolls and presses the combinations are formed and the cases cut out. Elsewhere the turning and jointing, the springing and polishing, the engraving and finishing are done, until out of the gold ingot and the composition amalgam are produced the best watch-cases in the world. Several hundred skilled artisans are employed in the different departments of the factory, and much of their work is of the finest and most delicate nature. The apparatus is in many respects a marvel of ingenuity and of adaptation to the purposes for which it is designed. Over 200,000 of these cases have been sold, and the manufacturers state that in every instance they have given entire satisfaction. The firm of Hagstoz & Thorpe continued under that name until July, 1883, when it was reorganized as C. N. Thorpe & Co., with Charles N. Thorpe as general partner and George W. Childs as special partner. H. L. Roberts is the manager, and E. C. Chappatte, superintendent.

KEYSTONE WATCH-CASE MANUFACTORY.

In 1816, Marcus Bull removed his gold-beating shop from Hartford, Conn., to Philadelphia, where it was established in Pearl Street. It was in this shop that dentists' gold-foil was first made. In 1835, when Charles Abbey, previously superintendent, was admitted as a partner, the making of gold-leaf was abandoned, and dentists' gold-foil exclusively produced.

In 1704, the felt-makers asked the Assembly to prohibit the exportation of beaver and other furs proper and needful to be worked up, and leave was granted to bring in a bill to that effect. Means were found to evade the statute, and hats continued to be exported to other provinces. Felts, which were the ordinary wear of the people, were made in large quantities, and much of the business was carried on in interior towns, where, wool being cheap, the manufacture was less exposed to official scrutiny than in the sea-ports. At the meeting of the Provincial Council, July 15, 1716, a petition from Thomas Masters was presented, showing that the king had issued to him a patent for "the sole working and weaving, in a new method, palmetto, chip, and straw, for

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[1] In 1873 gold and silver manufactures were estimated at $9,038,755, and that of leaf, chains, cases, etc., at $1,422,486.

covering hats and bonnets, and other improvements in that ware." He asked that he should have permission to record it, which was allowed, with right to publish it. The manufacture of wool hats was a very early and very considerable department of Philadelphia industry. In 1796, the hat manufacture had increased, as ascertained by a report of the Manufacturers' Society of Philadelphia, to over 160,000 wool and upwards of 54,000 fur hats annually. There were 68 hatters in the city. In 1810, Philadelphia made 92,000 hats worth $5 each, in addition to 50,000 "country" hats, worth $3.

The statistics of the manufacture of hats from 1860 to 1882 are as follows:

Years.	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	61	$355,3[illegible]0	$546,866	998	$1,164,222
1867	...	.....	.....	....	1,250,000
1870	60	648,900	684,371	1074	1,7[illegible],933
1875	...	.....	.....	....	2,2[illegible],744
188[illegible]	69	831,853	1,138,291	606	2,4[illegible],886
1882	191	.....	.....	2827	3,546,168

Notwithstanding Pennsylvania from her earliest settlement was an agricultural community, the manufacture of the implements of husbandry was not undertaken in this city until a very late date. Mr. Freedley says that "regular agricultural machine-shops are of quite recent establishment, the larger portion of the implements formerly sold at the city warehouses having been imported from New England, whose sterile soil had compelled its energetic sons to seek more profitable occupation than tillage." Prior to 1854 certain kinds of implements, such as grain-drills, were made by Sleacy and by Pennock, but it was not until David Landreth & Son, in 1854, established their steam works at Bristol that this manufacture began either in the city or in its vicinity.

The growth of this industry is best traced in its statistics from 1860 to 1882:

Years.	No. Establishments.	Capital.	Raw Material.	Labor.	Product.
1860	7	$67,800	$46,542	83	$142,910
1870	4	62,000	80,500	80	184,700
1880	8	454,000	392,875	344	739,808
1882	19	.....	.....	429	710,735

The manufacture of artificial manures is naturally associated with agricultural implements. Those made in Philadelphia are the superphosphate of lime, bone-dust, plaster of Paris, poudrette, urate, bone-black waste, together with imported guano and blood manure.

There were, in 1860, 12 establishments engaged in the manufacture of bone-dust, phosphates, poudrette, etc., the value of whose products was $207,450. In 1870 there were 17 establishments, the value of whose products was $1,463,662. In 1880 there were 13 establishments, with an annual production of $977,750. In 1882 there were 10 establishments, whose products that year were valued at $1,697,500.

Ship-building was an industry at Philadelphia as early as 1683, when the ship-yard of William West, at the foot of Vine Street, had been established, and Penn in that year wrote that "some vessels have been built here and many boats." West acquired considerable fortune, his orders coming chiefly from English and Irish houses. In 1698 the wharves and other facilities for receiving, discharging, and storing merchandise, for loading and unloading, building and repairing ships, were so numerous and convenient as to attract the notice of an English writer.[1] There existed a curious and commodious dock, with a drawbridge to it, "for the convenient reception of vessels, where have been built some ships of two or three hundred tons each. They have very stately oaks to build ships with, some of which are between fifty and sixty feet long, and clear of knots, being very straight and well grained. In this famous city of Philadelphia are several ropemakers, who have large and curious ropewalks, especially Joseph Wilcox."[2] Ship-carpenters, carvers, ropemakers, block-makers, turners are mentioned as receiving adequate compensation and full employment.

The ship-yards of Philadelphia, in colonial times, occupied the river front from Market to Vine or Callowhill, and were gradually driven north by the improvements in the city. Jonathan Dickinson, writing in July, 1718, says, "Here is a great employ for ship work for England. It increases and will increase, and our expectations from the iron works, forty miles up the Schuylkill, are very great." The vessels built at Philadelphia in 1722–24, were: 1722, 10 vessels of 458 tons; 1723, 13 of 507 tons; and 1724, 19 of 959 tons. The clearances from 1719 to 1725 averaged 119 sails annually, and, a few years later, it is said that as many as twenty vessels were to be seen upon the stocks at one time, so well adapted were the docks for ship-building. At that early day the city was said to contain a great many wealthy merchants, and the profits of its trade were prodigious. The return of new shipping, built at Philadelphia for 1769, was 1469 tons; in 1770, 2354 tons; in 1771, 1309 tons. The tonnage entered in 1771 was 50,901 tons, and that cleared amounted to 49,654 tons. Fully three-eighths of this tonnage was owned in the province. At the time of the Revolution Philadelphia had become among the first cities in naval architecture; her vessels being no less noted for beauty of form and finish than for their swiftness. A species of ship, constructed at Philadelphia in early times, but scarcely belonging to naval architecture, perhaps, were huge raft ships,[3] similar to those constructed at a later period in Canada. These colossal structures were built for the purpose of carrying a great quantity of timber, and were designed to be broken up on

[1] Bishop on Manufactures, p. 70.

[2] History of Pennsylvania and New Jersey, by Gabriel Thomas, London, 1698.

[3] "Navis," a correspondent of the *Gazette*, said that "in the last one which left there were eight hundred logs of timber,—enough to build six ships of two hundred and fifty tons each." They were denounced as a means of depriving the colony of material for building ships, and of enhancing the price of timber. These ships twisted much in launching, but, in the water, they looked much like other vessels in form.

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arriving at their destination. The last of this class from Philadelphia was constructed at Kensington a few years before the Revolution. The "Baron Renfrew," built at an earlier period, of upward of 5000 tons, or double the measurement of an ordinary seventy-four, made a safe passage to England.

The reputation of her naval architects had now become high; and the position of the city as the largest in the provinces, with an extensive commerce, numerous productive iron-works in the vicinity, and the greatest facilities for procuring the best timber and naval stores from the Southern colonies, gave her superior advantages. These were brought into requisition during the war for the naval defense of the port and the country generally. Of the thirteen frigates ordered by Congress under the law of December, 1775, the "Washington" and the "Randolph," of thirty-two guns each, the "Effingham" of twenty-eight, and the "Delaware" of twenty-four, were built at Philadelphia. One of the three seventy-fours ordered the next year, a brig of eighteen guns, and a packet-boat were also assigned to the ship-yards of Philadelphia. The flourishing commerce of the city was nearly destroyed by the war of the Revolution, and her shipping nearly swept from the sea. But it is doubtful if any other city in the country saw both resuscitated with more remarkable success after the return of peace. In 1793 there were eight thousand one hundred and forty-five tons of shipping built at Philadelphia, an amount double that built at any other port in the United States. The exports of Philadelphia, in 1793, exceeded those of all New England $1,717,572, and those of New York by $2,934,370. In 1792, the aggregate value of goods shipped to foreign ports was $3,820,646, and in 1793, $6,958,736. Her exports in 1793 were more than one-fourth of the exports of the whole Union.[1]

The success of Philadelphia in this branch of industry was due in a great measure to the genius of several of her eminent citizens. Thomas Godfrey, a native of Pennsylvania, if not the inventor, was the improver of the reflecting quadrant which bears the name of Hadley. It was first brought into use in West India vessels about the year 1731–32, and was thence carried to England, where Hadley acquired the credit of the invention. Dr. Franklin made many suggestions for the improvement of the model and sailing qualities of vessels, among them the *water-tight compartments* which have of late years been introduced into naval structures. Joshua Humphreys was the first naval constructor of the United States navy, and built many of the ships of war belonging to the government.

Thomas P. Cope, the great ship-owner, greatly encouraged the ship-builders of this city, and the most of his splendid ships were built here. As we have seen, Philadelphia was indebted to him for the establishment, in 1821, of the first regular line of packet-ships between this city and Liverpool, England, and the first ship employed in the line was, it is said, the "Lancaster," of two hundred and ninety tons, commanded by Capt. Dixey.

THOMAS P. COPE.

William Rush, the son of a ship-carpenter of Philadelphia, was born July 4, 1756. He was without a superior as a ship-carver and sculptor, having been apprenticed to Edward Cutbush, of London, the best carver of his day. Walking attitudes were then unknown for figure-heads, but all rested astride the cutwater. He introduced the upright figure, and soon excelled all his competitors. His figures attracted notice in foreign ports, and soon orders were received for foreign vessels. His "Indian Trader," dressed in Indian habiliments, excited great admiration when seen from the ship "William Penn" in London. The carvers of London came in boats to sketch and make designs of it, and in Paris plaster casts of the head were taken. His "River God," as the figure-head of the ship "Ganges," attracted the wonder of the Hindoos, who came in numerous boats to express their delight. The house of Nicklin & Griffiths gave orders to Rush to carve two figure-heads for ships building in London. Among his most noted figures were the female personation of "Commerce," the full-size statue of Washington for the Academy of Arts, his William Penn, Franklin, Voltaire, Rousseau, Gen. Wade Hampton, and the representation of the crucifixion in St. Augustine Church, destroyed with the church by the mob of 1844. His figures of "Tragedy" and "Comedy" were owned by Edwin Forrest. Mr. Rush was often a member of City Councils, and died Jan. 27, 1833. Among the most skillful of the ship-carpenters about the beginning of the century was Mr. Grice, who built the ship "Fanny," for Capt. Charles Macalester, the fastest sailing merchantman of that day, making her first voyage from Philadelphia to Cowes in seventeen days, and carrying the wealthy and distinguished citizen of Philadelphia, William Bingham, with his wife, as passengers. Capt. Macalester relinquished the sea in 1824, and engaged in mercantile pursuits. After a successful life therein, Capt. Macalester was elected, in 1825, president of the Insurance Company of the State of Pennsylvania, then in some financial trouble. In two years such was his success in relieving the company from embarrassment that he was presented in 1827, by the stockholders, with a service of plate, as a testimonial of

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[1] Coxe's "View of the United States."

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their grateful sense of the manner in which he had managed the affairs of the company. He died Aug. 29, 1832, aged sixty-seven.

Previous to the Revolutionary war the wharfage accommodation of Philadelphia had become much impaired by the accumulation of mud. Arthur Donaldson invented a dredging-machine for cleaning and deepening the docks, a cut and description of which were given in the *Pennsylvania Magazine* for 1775. The committee of the Philosophical Society recommended an award to the builder of £100 for his ingenuity.[1] In 1785, Donaldson was granted by the Assembly the exclusive privilege, for a term of years, of making and using in the Delaware his machine for cleaning docks, called the "Hippopotamus." He also invented a balance-lock. His constructive abilities procured for him an offer from Fulton of a partnership in his steamboat scheme. To this invention he afterward set up an independent claim, based on the construction of a pump-boat on the principle of Bernoville's, and for some time he strongly contested with Fitch, the originator of that and other modes of applying power. The agency of steam was applied to dredging purposes by Oliver Evans, in 1804, in the "Eruktor Amphibolis."

The number and tonnage of vessels built in Pennsylvania in 1847 were 8 ships, 2 brigs, 31 schooners, 121 sloops and canal-boats, 66 steamers; total, 228, with an aggregate tonnage of 24,126.37.

The history of ship-building in 1854 in Philadelphia is condensed in Hunt's *Merchants' Magazine* for September, 1855, as follows:

	Launched.		On Stock.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
T. Birely	13	1429	2	500
Vaughan & Linn	1	1500	1	1200
William Cramp	4	2495	2	2919
Hillman & Streaker	5	534	..	.....
Birely & Linn	4	728	..	.....
John K. Hammitt	1	240	..	.....
M. Vandusen	1	120	1	120
Reaney, Neafie & Co.	2	253	1	246
Stewart & Walters	4	1060	2	455
Total	35	8357	9	5440

The builders of iron ships in 1860 confined themselves to 3 establishments, with a capital of $400,000, the raw material used being valued at $245,900. The hands employed numbered 350, and the value of the product was $448,500. The builders of wooden ships, by the census of that year, numbered 13, with $1,350,000 capital, employing 608 hands, and using $297,855 of raw material, the annual product being valued at $804,500. The ship-joiners and boat-builders were 9 in number, with a capital of $18,150, using raw material valued at $23,790, employing 76 hands, and producing annually a value of $78,829. The ship-smiths numbered 12, with $31,400 of capital, $14,387 of raw material, employing 52 hands, and producing an annual value of $55,600. These different classes aggregated 37 establishments, whose total capital was $1,799,550; the raw material annually used was valued at $579,932, the hands employed numbered 1086, and the value of the product aggregated $1,387,429.

In 1870, the ship-builders numbered 12, with aggregate capital of $3,705,700, paying annually in wages $1,129,590, and using raw material of the value of $820,912; the annual product being valued at $3,012,663. By the census of 1880 ship-building was conducted in 52 establishments, with an aggregate capital of $2,075,132, the raw material used being valued at $1,438,574, and the annual product at $2,981,381. In 1882, the enumeration of Philadelphia industries gave for iron ships and ship-building, 4 establishments, whose aggregate annual product was $5,620,000; ship-repairing (iron), 7 establishments, whose annual product was valued at $253,400; ship-builders (wood), not boats, 3 establishments, whose annual product was valued at $415,000; boats and barges (not steam), 12 establishments, with an annual product of $190,400; blocks, pumps, and ship-fittings, 8 establishments, whose annual product was valued at $145,300; ship propellers, 1 establishment, with an annual product of $120,000. These 35 establishments employed 3092 hands and produced annually a value of $6,743,400.

Of all the ship-yards in the United States, there is no one better known than that of William Cramp & Sons, which among its work has turned out the famous steam yachts "Corsair," for Charles J. Osborne, in 1881; "Stranger," for George A. Osgood, in 1881, and "Atalanta," for Jay Gould, in 1883.

William Cramp, to whom this great industry owes its origin, was born in the district of Kensington, now the Eighteenth Ward of the city of Philadelphia, in September, 1807. His parents were of English descent, but were natives of this country. He was educated in the Philadelphia schools, and in 1823 was apprenticed to Samuel Grice, the most celebrated ship-builder of that period, whose yard occupied the site of what is now Verree's rolling-mill. After he had completed his term of service with Grice, he worked for several years as a journeyman ship-carpenter. In 1830 he determined to establish an individual business enterprise, and acquiring some property in Kensington and fronting on the Delaware River, he began the building of wooden vessels and steamboats. In 1857 he took into partnership his two sons, Charles H. and William M. Cramp, and in 1863 three other sons, Samuel H., Jacob C., and Theodore Cramp, were also admitted into the firm. In 1860 the changes that had taken place in marine architecture induced the firm to discontinue the construction of wooden craft and devote its attention

[1] In January, 1774, Arthur Donaldson presented a petition to the Assembly declaring that he had invented a machine to cleanse and deepen the docks, but "which might be beneficial in cleansing and deepening the piers, opening the shallow and too-contracted mouths and channels of rivers, and in raising stones and sand for buildings, and for a variety of other works of public utility." The American Philosophical Society, he declared, had seen the machine at work and had approved of it, and he asks that encouragement should be given to him. A committee was accordingly appointed to see the machine perform.

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Wm. Cramp

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entirely to iron vessels, in which business it has made a reputation with which every maritime country in the world is familiar. It furnished the government with a number of iron-clads and other ships of war during the Rebellion, including the famous armed frigate "New Ironsides," which did such effective service in Charleston harbor. In addition to the vessels built at the Cramps' yards for the navy, many others were there refitted and equipped. After the close of the war, the firm contracted with the American Steamship Company to build four first-class iron steamers for the Philadelphia and Liverpool Line. As more room than was then occupied was needed for this large undertaking, a large tract of land in Kensington, having a river frontage of 700 feet, was purchased, and is now the establishment of the firm. The necessary piling having been put down, the ship-houses, docks, piers, machine-shops, etc., were speedily erected, and a numerous force of hands engaged for building the American Line steamers. Each of these four vessels is 355 feet long, 43 feet breadth of beam, and 34½ feet depth of hold, and 3016 tons burden. The first ship, the "Pennsylvania," was launched in August, 1872; the "Ohio," in October of the same year; the "Indiana," in March, 1873; and the "Illinois" in the succeeding May. About the same time there were built for the Reading Railroad Company six iron steam colliers, each 250 feet long. In 1874, William Cramp & Sons constructed the largest iron steamer ever built for the American coastwise trade. This was the "Columbus," a screw-ship 285 feet long, and measuring 1850 tons.

In 1876 Russian officials, who were visiting the Centennial Exhibition, inspected the Cramp yards, and they were so highly gratified with what they saw that they persuaded the czar's government to send the corvette "Craysser" there to be overhauled and repaired. This transaction led to further contracts with Russia, for which the Cramps built four vessels, the "Europe," "Asia," "Africa," and "Zabiaca." The Russian government also bought the steamship "State of California," which had just been completed for the Pacific Coast Steam Navigation Company. Subsequently the steamships "Saratoga" and "Columbia," which had been built by John Roach & Son to ply between New York and Havana, were purchased by Russia, and they, as well as the "State of California," were altered at Cramps' into war-vessels. The business of the firm is immense in its extent, and is directly the fruits of the sagacity and energy of William Cramp. A practical man himself, each of the five sons, who have conducted the vast interests of the firm since his death, learned the branches of ship-building in the yards. He was a model of integrity, and was noted for the promptness with which he met every obligation. In an unostentatious fashion he was quite charitable. He was a member of the Presbyterian Church at Kensington, where his father had worshiped before him. He died July 6, 1879, at Atlantic City, and was buried from his home, No. 1503 North Fifteenth Street, Philadelphia. He married a lady from the Kensington district, who died in 1874. Of their ten children, five were the sons above named, who now constitute the firm, which has prospered under their management. Fourteen hundred men are now employed at the yards, where there are three steamships on the stocks for the Southern Improvement Company and one for the Boston and New York Line.

Adolph E. Borie was another representative merchant of Philadelphia. He was born Nov. 25, 1809, in this city, and was educated at the collegiate department of the University of Pennsylvania, in the class of 1825. He was sent to France to continue his studies, and returned home in 1828. His father intended him for the profession of the law, but owing to his health it was deemed best to relinquish a study involving close mental application, and he entered the counting-house of his father, the late John Joseph Borie. In 1848 he was elected president of the Bank of Commerce, which position he retained until 1860. He took a leading part in sustaining the government during the war, and was among the founders of the Union Club, which in 1862 developed into the Union League, of which he became the first vice-president. In March, 1869, he entered the cabinet of President Grant, as Secretary of the Navy, but resigned June 25, 1869, to attend to his private affairs, much against the expressed wishes of the President. He died Feb. 5, 1880, aged seventy years.

The necessity for a navy was felt by the government almost as soon as it was organized. The insults offered to the flag and the injuries done to the commerce of the country by the Algerian pirates prior to 1795 induced Congress to pass the act of March 27, 1794, "to provide for a naval armament." The peace with Algiers, purchased rather than conquered, put an end to the building of the "armament," and left the country without a navy. By act of Feb. 25, 1799, two docks for repairing ships were ordered to be constructed, and to that end $50,000 was appropriated. In 1798 the Navy Department was created, and upon the Secretary of the Navy devolved the duty of constructing the two docks; but on the same day on which the dock act passed Congress also enacted a law providing for the building or purchasing of six ships of war, each to carry not less than 74 guns, and six sloops of war, each to carry 18 guns. It was through these two acts that the first navy-yard at Philadelphia was provided. The appropriations for the building of the two docks was $50,000, and for the construction of the 12 ships $1,000,000. The first sum was too small for its purpose, so the Secretary, arguing that without a navy-yard it was not possible to build ships, determined to supplement the $50,000 with a portion of the $1,000,000, and purchase a site for a navy-yard. To this end, in 1800 several lots of ground in Southwark were purchased. The streets

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of the district, as it was originally laid out, crossed these lots, and the Legislature was applied to to close the streets and vacate the right of the district to open. Not until the navy-yard had been established for many years was this exemption granted. The Secretary of the Navy did not wait for the favor, but on the 21st of February, 1801, bought from William and John Allen, of Huntington County, N. J., and from Anthony Morris and wife, and from Luke Morris and wife, three parcels of land beginning at the south side of Prince [formerly called Weccacoe] Lane, in Southwark, and extending eastward 546 feet to the Delaware River, for which three lots the sum of $37,000 was paid. Adjoining land to the south was bought afterward. The lands purchased cost altogether $199,030.92. The building of proper houses for the business of the yard was also necessary,—store-houses, blacksmith-shops, mould-lofts, and offices for the civil establishment of the yard, together with saw-shed, blockmakers' shed, etc. In 1807 the barracks for the marines were erected upon the west side of the yard, south of the principal offices. For the accommodation of the commanding officer of the marine corps a substantial brick building was constructed in 1821, south of the barracks, and facing on Front Street. Up to the year 1820 all vessels constructed at the navy-yard were built in the open air, and unprotected from the weather. In 1821, Philip Justice commenced the erection of a ship-house, which was completed the next year, and was known as the "Frigate House." It was 210 feet long, 74 feet wide, and 80 feet high. In 1822 he commenced a much larger building, 270 feet long, 103 feet high, and 84 feet wide. These houses were for a half-century the most conspicuous objects in and around the city. The price paid to Justice for his work was $23,000. The work of supplying the houses with launching-ways and slips was done years after. The first keel that was laid at the navy-yard was that of the frigate "Franklin."

The dry-dock which Congress designed to be built, but which the Secretary of the Navy converted into a navy-yard, was finally provided for by Congress, and completed in July, 1851, at a cost of $831,840.34.

The navy-yard was sold by the government by public sale at the Merchants' Exchange, Dec. 2, 1875, for $1,000,000, to the Pennsylvania Railroad Company. The removal to League Island took place on the 7th of January, 1876.

VESSELS BUILT AND LAUNCHED AT THE UNITED STATES NAVY-YARD.

1815, Aug. 25.—Sailing frigate "Franklin," 74 guns.
1820, Sept. 7.—Ship-of-the-line "North Carolina," 74 guns.
1821, June 23.—Schooner "Dolphin," 10 guns.
1828, Aug. 26.—Sloop of war "Vandalia," 20 guns.
1836, Sept. 14.—Sloop of war "Relief," 4 guns.
1837, July 18.—Ship-of-the-line "Pennsylvania," 120 guns.
1839, Oct. 8.—Sloop of war "Dale," 3 guns.
1841, May 5.—Side-wheel steamer "Mississippi," 10 guns.
1843, June 13.—Frigate "Raritan," 44 guns.
1843, Sept. 7.—Steam-propeller sloop of war "Princeton," 31 guns.
1846, Aug. 21.—Sloop of war "Germantown," 20 guns.
1850, April 6.—Side-wheel steam frigate "Susquehanna."
1855, May 1.—Steam-propeller "Arctic," built for light-boat, afterward in Kaighn's polar expedition.
1855, Oct. 11.—Light-boat "Martin's Industry."
1855, Oct. 24.—Steam-propeller sloop of war "Wabash."
1857, Aug. 8.—Side-wheel steamer "Shubrick."
1858, Jan. 9.—Light-boat "Second Class."
1858, Oct. 20.—Steam-propeller sloop of war "Lancaster," 22 guns.
1859, Jan. 19.—Steam-propeller sloop of war "Wyoming," 7 guns.
1859, Oct. 8.—Steam-propeller sloop of war "Pawnee," 11 guns.
1861, Aug. 24.—Steam-propeller sloop of war "Tuscarora," 7 guns.
1861, Nov. 16.—Side-wheel steamer "Miami."
1862, March 20.—Steam-propeller sloop of war "Juniata," 9 guns.
1862, July 10.—Steam-propeller sloop of war "Monongahela," 12 guns.
1862, Dec. 8.—Steam-propeller sloop of war "Shenandoah."
1863, May 7.—Side-wheel steamer (double end) "Tacony," 10 guns.
1863, Sept. 29.—Steam-propeller "Kansas," 8 guns.
1864, March 18.—Steam-propeller "Yantic," 3 guns.
1864, March 31.—Steam-propeller iron-clad "Tonawanda," now "Amphitrite."
1865, May 23.—Steam-propeller sloop of war "Swatara," 10 guns; new "Swatara" built at New York.
1865, Oct. 5.—Steam-propeller sloop of war "Neshaminy," afterward "Arizona," afterward "Nevada," 15 guns.
1867, July 17.—Steam-propeller sloop of war "Pushmataha," afterward "Cambridge," afterward "Congress," 13 guns.
1869, June 10.—Steam-propeller sloop of war "Astoria," now "Omaha," 12 guns.
1875, Sept. 28.—Steam-propeller sloop of war "Quinnebang."
1875, Nov. 13.—Steam-propeller sloop of war "Antietam."
1882.—Steam gun-boat "Ossipee."

UNITED STATES VESSELS NOT BUILT AT NAVY-YARD.

1797, March 10.—Sailing frigate "United States," built at Southwark by Joshua Humphreys, naval constructor.
1799, Nov. 28.—Sailing frigate "Philadelphia," presented by citizens of Philadelphia, built at Southwark, by Joshua Humphrey.
1814, March 23.—Sloop of war, built by Adam & Noah Brown.
1814, June 20.—Sailing frigate "Guerriere," built by Joseph Grice, Kensington.
1864, Oct. 13.—Steam sloop of war "Chattanooga," built at Kensington, Oct. 13, 1864; sunk at League Island, Dec. 25, 1871.
1862, May 10.—Iron-clad "New Ironsides," launched at Kensington, May 10, 1862; partially burned at League Island, Dec. 16, 1866.
1869, Oct. 25.—Steamer "Alianthus."
1863, March 24.—Monitor "Terror," from ship-yard of William Cramp & Son, Kensington.

CHAPTER LVIII.

THE COMMERCIAL EXCHANGES OF PHILADELPHIA.

The Philadelphia Board of Trade is the largest organization of its kind in the country, and in point of influence is second to none. Its general objects are "the promotion of the trade of the city, the giving a proper direction to all commercial movements, the improvement of facilities for transportation, and generally the use of all proper measures for advancing the interests of the business community." In its membership it embraces men engaged in almost every branch of business, and its utterances must therefore be regarded as, in the most representative degree, the sentiments of the business men of Philadelphia. It dates its existence from a meeting held at Wade's Hotel, Oct. 15, 1833, which was called "to consider the propriety of forming an association by

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means of which the commercial and trading community in the city might be enabled to act with united efforts on all subjects relating to their interests." A committee on a constitution made a report the same evening, which was adopted, and a committee of twelve was appointed to receive subscriptions for membership. A second meeting was held at the Franklin Institute a week later, at which Thomas P. Cope was chosen president of the new association, Matthew Newkirk vice-president, Thomas C. Rockhill treasurer, and George W. Toland secretary. A board of directors was also elected, consisting of the following gentlemen: Robert Toland, Caleb Cope, John Haseltine, John S. Riddle, Lewis Waln, William H. Hart, William R. Thompson, Mordecai D. Lewis, Evans Rogers, William W. McMain, Thomas P. Hoopes, Hugh F. Hollingshead, John Grigg, Richard D. Wood, Alexander Read, Edward Roberts, Robert Patterson, George Handy, J. G. Stacey, J. C. Oliver, and Charles Schaffer, Jr.

The association at once entered upon the prosecution of its work by recommending to the board of directors the appointment of a committee to confer with a committee already appointed at a meeting of citizens, and select delegates to attend an Internal Improvement Convention to be held at Warren, Ohio, on the 13th of November, 1833. The appointment was made by the directors, and a conference was held by the committee with the committee of citizens, resulting in the selection of Josiah White, Jacob S. Waln, Abraham Miller, Thomas P. Hoopes, J. M. Atwood, Alexander McClurg, and George Handy as delegates to the convention. The prompt and energetic action of the board with regard to this convention is thought to have been the cause of much of the success which subsequently attended the transportation in Western produce through this State, and to Philadelphia markets.

The association's first fixed place of meeting was in a room at the Merchants' Exchange. In October, 1847, a resolution was passed that the meetings of the board of directors should be open to members of the association, and at the same time it was decided in consequence to abolish the quarterly meetings of the association and hold them yearly instead. The system of annual meetings prevailed until 1871, when, the board having increased very much in size and importance, a return was made to the old plan of assembling quarterly.

On April 17, 1845, the Board of Trade resolved to unite with the then existing Chamber of Commerce, which had already signified its willingness for a consolidation, and the union subsequently took place. At the annual meeting in the early part of 1858, a line of policy was explained by the directors to the board which was designed to extend the influence and increase the usefulness of the association, and which did result in its complete reorganization, and the fulfillment of the highest hopes of the projectors of the movement. In accordance with the policy suggested, a committee was appointed to choose another room for the association, and also to select a permanent secretary for the executive council, which had taken the place of the old board of directors, and at that time consisted of twenty-one members. The committee selected rooms at 505 Chestnut Street, and the association moved thither in June, 1858. Lorin Blodget was made secretary of the executive council, and instead of the rooms being open only once or twice a month, as formerly, they were now kept open every day in the week except Sunday. In order to render the association more democratic in its organization, and to secure a wider participation in its proceedings than had previously been given, the annual subscription of firms for membership was reduced from ten to five dollars. The appreciation felt by merchants of these changes is shown by the fact that within a year one hundred and twenty new members, consisting of men engaged in almost every branch of business, were added to the association. In process of time the number of members reached almost twelve hundred, but from those figures it afterward declined. At the present time there are on the rolls over eight hundred names.

The National Board of Trade was formed at the annual convention of the Boards of Trade held in Philadelphia June 31, 1869, and Frederick Fraley, of this city, was chosen its president, an action that was a decided compliment to the Philadelphia Board.

In the early part of 1872 the location of the board was again changed to its present room in the Mercantile Library building, on Tenth Street, between Chestnut and Market Streets. In March, 1872, George L. Buzby became secretary for both the board and its executive council, and thus the confusion of having a secretary for each, as had been the case previously, was obviated. Since its last removal, the Board of Trade has had a very quiet and uneventful history.

The board has had but four presidents. Thomas P. Cope, the first incumbent in the office, held the position until his death, on the 22d of November, 1854.

Mr. Cope's successor was Thomas P. Hoopes, one of the original members of the association. Mr. Hoopes was a native of Bucks County, Pa., and was of Quaker descent. On coming to Philadelphia, he entered the hardware store of Bird & Earps, at the southwest corner of Fifth and Market Streets. Subsequently he became one of the proprietors of the store, the firm-name being Hoopes, Wolfe & Baker. Toward the latter part of his life he retired from business with what was considered in those days a handsome fortune, and devoted his attention to the Board of Trade, and to matters of public interest.

He was succeeded in 1857 by Samuel C. Morton. Mr. Morton was a native of Wilmington, Del., and, on coming to Philadelphia, served an apprenticeship with Bunker & Starr, flour merchants, on the

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river front, near Walnut Street. He afterward became one of the proprietors of the store, the firm-name being Samuel C. Morton & Co. From 1847 to 1857, he was president of the American Fire Insurance Company of this city. Mr. Morton resigned the presidency of the Board of Trade in 1865, and in February, 1866, was succeeded by John Welsh, the present incumbent, and at one time United States minister to Great Britain.

The present officers are as follows: President, John Welsh; First Vice-President, James C. Hand; Second Vice-President, Frederick Fraley; Third Vice-President, John Price Wetherill; Fourth Vice-President, T. Morris Perot; Secretary, George L. Buzby; Treasurer, Richard Wood. The executive committee numbers thirty-three members.

Lack of space forbids any extended notice of the questions considered and conclusions reached by the Board of Trade, which, as the clearest expression of the opinions of Philadelphia merchants, have exerted a great influence on legislation. In 1834 a memorial was prepared to Congress against the destruction of the Bank of the United States, and others were drawn up subsequently. In 1834 delegates were sent to Harrisburg to secure a reduction in the State tolls upon merchandise passing over the canals and the Portage road, and to visit Columbus, Ohio, in order to advocate the connection of the public works in Pennsylvania and Ohio. In their first effort the committee were successful, and several subsequent efforts for further reductions met with a like fortunate result. In 1835 a committee was sent to Washington to urge upon Congress the erection of new lights at Brandywine Shoal and Reedy Island, a reduction of rates in postage, and the establishment in Philadelphia of a new custom-house. The committee reported that they had obtained the assent of the proper committees to these measures. In October, 1836, delegates were appointed to attend a convention called to promote the construction of a railroad from Northumberland to Erie Harbor, afterward the Sunbury and Erie Railroad, and now the Philadelphia and Erie Railroad.

In February, 1837, a memorial was transmitted to the Legislature urging the modification of the usury laws of the State, which was the first of quite a number. In August, 1838, a committee was appointed to "consider the expediency of establishing a line of steam packets between this city and certain points in Europe." The promotion of this project in one form or other was always a favorite matter of consideration by the board. In 1848 the efforts made by the board in connection with the citizens generally to obtain the incorporation of the Pennsylvania Railroad were successful. In 1849 the board obtained the passage of a law for the incorporation of manufacturing companies. The improvement of the Delaware River and Bay has always been a matter of the deepest interest to the board. In 1852 they sent a committee to Washington to urge the construction of works in the Delaware, and succeeded in obtaining an aggregate of appropriations exceeding $100,000 for the construction of the breakwater, and for an ice-harbor at Reedy Island. In 1853 the board took the initiative, at the first meeting of the directors, in a plan for widening Delaware Avenue and extending the wharf-line, and in the same year a paid fire department was recommended to the city government. A general banking law was advocated as early as 1856, and on the introduction of the National Banking Bill into Congress, in 1862, the board, after careful consideration, gave it their approval. Frequent action has been taken by the board with regard to unsound insurance companies, and in 1859 the annual report refers with satisfaction to the fact that these efforts had already brought the insurance companies on a better basis. Previous to 1876 the board was active in advancing the interests of the Centennial Exhibition, both in urging appropriations from the Legislature and in providing help in other ways. It has always been in favor of a protective tariff, and has expressed itself clearly on the subject a number of times. In 1882 the abrogation of the reciprocity treaty of the United States with the Sandwich Islands was advocated. The United States received large imports from them.

A Congressional committee having been appointed to take evidence on the subject of differential rates by railroads in their charges to seaport cities from the West, the Board of Trade opened its rooms for several days for the fullest discussion of the subject before the committee. The recommendation of the majority of the business men was against the adoption of any measures disturbing the rates of the railroads, on the ground that differential rates recognized the relative advantages of different seaports. The committee reported in accordance with these views. The adoption of the Lowell Bankruptcy Bill was urged on Congress. The passage of a bill introduced into Congress to increase the efficiency of the Signal Service Department was advocated. The bill for an act giving the consent of the United States for the erection of a bridge across the Delaware River, from Philadelphia to Camden, having been made the occasion of a request for the opinion of the Board thereon, it was resolved that the project was not a feasible one, owing to the hindrance it would offer to navigation. A petition was offered to Congress to provide by law for a liberal compensation to American steamships for ocean mail-service, under proper terms and conditions, in order to induce American capitalists to invest the large sums of money required to establish and maintain foreign steamship lines, and thus promote the interests of American shipping. Resolutions were adopted requesting Councils not to grant privileges to telegraph or telephone companies to erect additional poles in the city to carry their wires, the belief being expressed that wires could be laid underground with results satisfactory to the companies and more agreeable to the public.

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The association is composed of persons interested in the commerce, finance, manufactures, and mechanic arts of Philadelphia.

Frederick Fraley, the vice-president of the Board of Trade, has been so intimately associated with the prominent institutions and public affairs of this city as to require a sketch of his biography. He is the son of John Urban Fraley and Elizabeth Laskey, and was born in the city of Philadelphia on the 28th of May, 1804. His ancestry on his father's side was Swiss, his grandfather, Frederick Fraley, having come to Philadelphia from Zurich at an early age. His maternal ancestors were English.

His predilection was for the practice of the law, which, as a lad, he had studied for his own gratification; but it was finally determined that he should receive a mercantile training, and he accordingly entered a house in the hardware trade, continuing in that business for a number of years. His first participation in public enterprise was in the year 1824, when, in conjunction with several of the leading mechanics and scientific men of the city, he took a prominent part in founding the Franklin Institute, of which body he has continued through life an active member and manager, and many years its treasurer. In the year 1834 he was elected to the City Council, and was at once placed upon its most important committees. During his service in Councils the suspension of specie payments, in 1837, occurred, which brought great complications in the municipal credit. At the height of this, when the city was on the brink of insolvency, Mr. Fraley, as chairman of the Finance Committee, proposed, as a measure of relief, the issue of certificates of debt in small denominations. This measure was carried through the committee and Councils, and at once relieved the city from embarrassment. The introduction of gas-lighting in face of much public opposition, and the subsequent organization and management of the Philadelphia Gas-Works upon the system still in force, were the result of his report, in 1835, as chairman of a Councils committee. He also prepared the plan for the reorganization of the committees of Councils, and the keeping and auditing of the city's accounts, which continued in force until the period of consolidation.

In October, 1837, Mr. Fraley was elected a member of the Senate of Pennsylvania. During his term of service the amended State Constitution of 1837 went into operation, and he took an active part in framing the laws needed to carry the new Constitution into effect. The difficulty of this duty was aggravated by the serious political complications which resulted in what is known in State history as "the Buckshot war." He was personally present during the disturbances which forced the memorable adjournment of the Senate, and, at the request of his colleagues, prepared an address to the people giving an account thereof. Subsequently he served as chairman of the committee of investigation, conducting its labors to a successful issue, with the confidence and respect of both political parties. In politics he was a leading Whig during this period.

In 1847 he was elected to the presidency of the Schuylkill Navigation Company, which office he still holds; and in the same year, upon the completion of the Girard College buildings, Mr. Fraley was elected one of the board of directors of the institution, and prepared the report adopted for the organization and management of the college. During a number of years he continued at the head of the board of directors, and spent his Sunday afternoons in giving to the pupils instruction upon moral and religious duties, voluntarily discharging, also, the duties of president during a vacancy of about six months.

In 1853 he became an active and prominent member of the committee of citizens, organized to prepare a plan for the consolidation of the city with its many separate districts, and most of the provisions of the act of Assembly relating to the financial management of the city were drafted by him.

At the outbreak of the Rebellion he ardently supported the government by his social as well as by his political influence, and was one of the founders of the Union Club and its successor, the Union League of Philadelphia. Since 1863 he has been a trustee of the University of Pennsylvania, and worked devotedly toward the reorganization of the collegiate system and the raising of the endowment fund, which has placed that institution upon its present footing.

Having been from a very early period a member of the Philadelphia Board of Trade, and its president for many years, he was selected as a delegate, in 1868, to the commercial convention which was held in Boston for the establishment of a National Board of Trade, and for the discussion of the grave financial questions then pending. In the midst of a dangerous diversity of opinions upon the question of specie payments and kindred subjects, Mr. Fraley had the tact and genial influence to harmonize the views of his associates, and to win from the convention a nearly unanimous vote upon the adoption of the resolutions submitted by him. The organization of a National Board of Trade followed this convention, and he was at once elected president. By unanimous re-election he has continued in that office until the present time (1884), and has been the chosen and permanent spokesman of the board before the Houses of Congress, and on all occasions when its views have been made public.

When it was determined to hold the Centennial National Exhibition of 1876, Mr. Fraley was called upon to aid in the preliminary arrangements, and assisted the committees of Councils in sketching the system upon which its financial management should be conducted. The important features of the plan submitted by him were adopted in the act of Congress of 1872, and when the Board of Finance was estab-

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lished, in 1873, he was unanimously elected treasurer of the Centennial Board of Finance, which raised the millions of money required for that historic exhibition. In association with his life-long friend, Hon. John Welsh, he supervised the immense and complicated financial details, and satisfactorily adjusted the difficult questions of internal organization that continually arose between the commissioners and the Board of Finance.

In 1878, Mr. Fraley was elected president of the Western Saving Fund, and still continues in that office. In addition to active work of a purely public character, his skill in organizing and administering the affairs of various institutions of a philanthropic and semi-public character has been largely employed. The Merchants' Fund, the School of Instruction for the Blind, the Apprentices', Mercantile, and Philadelphia Libraries, and the Pennsylvania Hospital have all shared his attention and reaped the benefit of his experience. He is now, and has been for some years, the president of the American Philosophical Society.

From the foregoing much abbreviated sketch it will be seen that Mr. Fraley's prominent characteristics as a citizen have been those of an organizer; a man to set good and useful works in motion, both public and private; a man whose counsel is always in demand, because his fellow-citizens have confidence in his integrity and wisdom. He is noted for the soundness of his judgment in all matters of finance, political economy, and trade in their broad range, and for all administrative affairs. Still active in his eightieth year, in his many and diverse engagements and duties he is one of Philadelphia's veteran worthies who does not lag superfluous on the stage.

The Chamber of Commerce.—Previous to the institution of a Corn Exchange, the flour and grain merchants of this city possessed but little unity of purpose or feeling. It was to bring them together for their general benefit that a meeting of gentlemen connected with the grain business was held at the house of Henry Budd, in the early part of January, 1854. Besides Mr. Budd, there were present Samuel L. Witmer, Samuel L. Ward, James Steel, John Wright, William L. James, James Perot, and Benjamin B. Bunker, who took part in the discussion whether the establishment of a Corn Exchange was practicable. A few days later a general meeting of the trade was called, which convened in a room at the old Merchants' Exchange, corner of Third and Walnut Streets, and adopted measures looking towards a permanent organization. The first board of managers was elected February 4th, and consisted of W. M. Goodwin, James Barrett, Sr., Henry Budd, William B. Thomas, A. McHenry, A. J. Derbyshire, B. M. Bunker, S. C. Witmer, Alexander Nesbit, and T. A. Goodwin. Col. William B. Thomas was chosen the first president, Samuel L. Witmer secretary, and John Derbyshire treasurer.

The first location of the Exchange was in the rotunda of the Merchants' Exchange, but this room was occupied only a few months before removal to a hall on the southwest corner of Second and Gold Streets, which was occupied until the change was made to the Chamber of Commerce in 1869. The original title was The Flour and Grain Exchange Association of Philadelphia, but this was altered in 1856 to The Corn Exchange Association of Philadelphia. The original number of members was 32, and by the end of the first year it had increased to 83. The treasurer's report for the first year (1854) showed receipts amounting to only $414, and disbursements to the amount of $406.62, leaving a balance in the treasury of $7.38. During 1855 the membership increased to 154, and the treasury receipts to $1280.

CHAMBER OF COMMERCE.

At the end of the third year the number of members was 230, and the increase thereafter was slower; but almost every year recorded an advance. One of the first measures adopted by the board of managers was the establishment of a fixed and uniform rate of commission for selling flour and produce. The change for the better in the *morale* of the whole trade was marked, and justified the wisdom and fulfilled the highest hopes of the organizers of the association. On the 20th of October, 1863, a revised tariff of charges was adopted, fixing the commission of the merchant for selling flour, grain, feed, and other produce at 2½ per cent. on the gross sales, with various charges for incidentals. At these figures the rates still remain.

At the first meeting of the board of managers, in 1858, an appropriation of $100 was made toward purchasing books for a library, which now contains many volumes upon commercial topics, and is a valuable one of its kind. During the civil war the membership increased from 283 in 1861 to 404 in 1865.

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As a generous contributor to the Union cause and the alleviation of the miseries of war, the Exchange made a record of which it is justly proud. It raised about $30,000 for the relief of the families of soldiers, while at the Sanitary Fair the Corn Exchange table returned a large revenue. At a special meeting, on July 24, 1862, over $27,000 was subscribed to raise and equip a regiment for the government service. This command was officially the One Hundred and Eighteenth Regiment of Pennsylvania Volunteers, but was much better known as the Corn Exchange Regiment of Philadelphia, mustered into the service Aug. 30, 1862, and out on June 1, 1865. It was conspicuous for its gallantry and discipline in the Army of the Potomac.

The Exchange was incorporated in 1863, and on May 24, 1867, it decided to apply for a change of name from The Corn Exchange Association of Philadelphia to the Commercial Exchange of Philadelphia, and to make the Exchange a general business mart for merchants of all classes. The order was granted April 8, 1869, and a number of members of other trades joined the Exchange under its more liberal organization, but the movement was not general, and the objects contemplated when the change of title was asked for were not accomplished. At the present day the Commercial Exchange is still a Corn Exchange in fact, the chief commodities bought and sold being grain, flour, and, to a small extent, whiskey. Quite a large number of individuals, firms, and corporations outside of the grain business, however, are members. In 1864 expectations were aroused that a number of wealthy members would erect a building for the use of the association. A committee on a room, appointed in 1865, reported to the board of managers, on September 19th of that year, that it had received assurances from responsible parties, mostly members of the Exchange, that they were willing to form a company to erect a building almost opposite the location then occupied, if the Exchange would agree to take the lease of the hall for ten years, at $6000 a year. These conditions were agreed to, and the company obtained a charter in 1866, under the title of The Philadelphia Chamber of Commerce, with a capital of $200,000. Ninety per cent. of the stockholders were members of the Exchange, and the Exchange itself was a subscriber for one hundred shares.

On Oct. 14, 1867, the corner-stone was laid with appropriate ceremonies, and on Dec. 12, 1868, the building was transferred by the contractor to the officers of the company. The dedicatory exercises took place in the new hall March 1, 1869, when the building was tastefully decorated for the occasion, and upon the walls hung the battle-scarred banners carried by the Corn Exchange Regiment through the war. The building dedicated with so much display was destroyed by fire Dec. 7, 1869, and the association took up its quarters in the warehouse of President Michener, 122 and 124 Arch Street, while the Chamber of Commerce set about rebuilding. On Jan. 25, 1870, the Exchange removed to the large room of the Board of Brokers, at No. 421 Walnut Street, which had been generously tendered to them for their use by the brokers. A plan for a new building was drawn up by James H. Windrim, and the contract for its erection was given to Benjamin Ketchum. On the evening of Dec. 20, 1870, a little more than a year after the destruction of the first edifice, the new building was thrown open for the inspection of members of the Exchange, and on the 27th of December following the association removed from their room at 421 Walnut Street, and took possession of their new hall.

The Exchange has occupied the building ever since. It is a very handsome structure, ninety-two feet front on Second Street, and one hundred and fifty feet deep on Gothic Street, built of fine pressed brick, with brown stone elevation and a granite base. The lot cost $60,000, and the building $164,400. The annual revenue from rentals is $18,000, of which the Exchange pays $8000. In its new house the Exchange received President Hayes on April 25, 1878, and Gen. Grant on Dec. 19, 1879. In 1877 the open board for the sale of grain was established.

The number of members at the beginning of 1884 was 600. The total receipts into the treasury from all sources during 1883 were $45,853.72, and the expenditures, excepting for investment purposes, $18,176.91, making an increase in the assets of $27,676.81. The total assets at the end of the year were $92,991.81. The Exchange holds 527 shares of Chamber of Commerce stock out of a total of 1644, or thirty-one per cent. of the entire amount, and is endeavoring to gain possession of it all.

The Commercial Exchange is the largest and most important active commercial organization in the city. While not a deliberative body, like the Board of Trade, it very frequently adopts memorials to Congress or the Legislature, or expresses its opinions on matters affecting the business community, and exercises a wide and pronounced influence in this respect. The admission fee was $250, until the membership reached 600, when it became $500, and was advanced Jan. 1, 1884, to $1000. The annual assessment is $35. The presidents of the Exchange are elected annually, and since its inception have been as follows:

1854–55. William B. Thomas.
1856. Henry Budd.
1857. Alexander G. Cattell.
1858. George L. Buzby.
1859. James Barrett.
1860. James Steel.
1861. A. J. Derbyshire.
1862. C. J. Hoffman.
1863. Archibald Getty.
1864. Henry Winsor.
1865. Charles Knecht
1866. Charles H. Cummings.
1867. Howard Hinchman.
1868. E. Harper Jeffries.
1869. John H. Michener.
1870. Nathan Brooke.
1871. Seth I. Comly.
1872. William Brice.
1873. Robert Gray.
1874. Samuel Hartranft.
1875. William Massey.
1876. George W. Mears.
1877. Seneca E. Malone.
1878. Francis M. Brooke.
1879. S. Jenks Smith.
1879. John T. Bailey.
1880. William McAleer.
1881. John T. Bailey.
1882. Walter G. Wilson.
1883. Harry K. Cummings.
1884. E. A. Hancock.

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The Produce Exchange.—The first meeting for the organization of the Philadelphia Produce Exchange was held on Saturday, April 25, 1874, at 37 South Water Street, in pursuance of a call signed by sixteen of the firms engaged in the produce business. At this meeting William H. Dunlap was elected chairman, and Matthew Semple secretary. It was resolved to form an association of produce commission merchants, and a committee of five was appointed to prepare a constitution and by-laws. The next meeting was held on the Wednesday following, April 29th, when the report of the committee on the constitution and by-laws was adopted, and nineteen firms affixed their signatures. At a meeting held on May 4th, following, J. M. Gilbough was elected president, and Matthew Semple treasurer and secretary.

The first location of the Exchange was in the second story of the building at 37 South Water Street. After some time removal was made to the southwest corner of Arch and Front Streets, and then to a room in the Chamber of Commerce, on Second Street. Upon their withdrawal from this location, the Exchange was without settled quarters, its meetings being held in the offices of members. When its affairs began to assume better shape, rooms were taken at 59 North Water Street, and still later at the corner of Chestnut Street and Delaware Avenue. From this last location, on the 3d of May, 1882, removal was made to the present location, in the second story of the building corner of Arch Street and Delaware Avenue. It was chartered Nov. 11, 1878.

During these frequent changes the vicissitudes of fortune of the Exchange were almost as numerous. While it occupied the rooms in the Chamber of Commerce the number of members rose to one hundred and twenty-five, but later there was a falling off to about thirty. When located at the corner of Arch and Front Streets an attempt was made to institute a call board, but without success, and the rooms were used simply as a place of meeting, where members of the trade might discuss matters pertaining to their business, but very little trading was done. In the early part of 1881 an effort was made by a number of energetic members to infuse the association with more life and vigor, and to increase its usefulness. A call board was established, daily meetings were held, telegraphic reports of the markets of the principal cities were introduced, and the advantages of a central place of assemblage were represented to persons engaged in the produce business. The result was a decided increase in the membership, which rose from thirty-three, at the opening of the year, to about ninety at its close. In the beginning of 1882 the initiation fee was increased, and it was determined to limit the membership. New York produce merchants were brought to see the advantages of being represented in the Exchange, and nearly two hundred of them joined. Their advent was the occasion of a renewal of interest among Philadelphia merchants, and there were many more additions from among them. The rapid development of this Exchange has been unexampled among Philadelphia trade organizations. From the list of about ninety members at the beginning of 1882, its roll had increased, by the beginning of 1883, to five hundred and fifty individuals and firms, representing the major portion of the produce trade of Philadelphia, and a considerable part of that of New York and other cities. At the beginning of 1884 the number of members was five hundred and fifty-three, and the Exchange was in sound condition, the treasury showing a handsome surplus.

The opening of the new rooms, at the corner of Arch Street and Delaware Avenue, on the 3d of May, 1882, was attended with interesting ceremonies.

During 1883 the attention of the board of managers, in connection with the committee on statistics, was directed toward the gathering of information with regard to the amount of produce received daily in the city, which has supplied a great need to the trade. A sheet prepared by the committee on quotations, with the aid of the secretary, attained a high reputation as a reliable market report, and secured a wide circulation among produce men. On Dec. 3, 1883, the Exchange established a gratuity fund, which, upon the death of a member, pays a thousand dollars to his heirs. In order to secure and maintain the fund, members are assessed $3 each upon a death, and if the amount collected is in excess of the sum required it goes into a surplus fund. The board of managers were able to congratulate the Exchange, in their report for 1883, that many certificates of membership which had been bought for speculative purposes were being purchased by business men, and thus the strength and dignity of the Exchange were being augmented.

During 1883 the total number of transactions on the floor of the Exchange was 2124. The amounts of the sales of the principal articles were as follows: Eggs, 8830 barrels and 22,426 crates; butter, 833 tubs, 42 barrels, and 140 boxes; poultry, 321 packages; dried fruits, 527 packages; walnuts, 2440 bushels; seeds, 1300 bushels; flour, 37 barrels; and cheese, 340 boxes. The treasurer's report for the same period showed receipts of $14,430.83, and expenditures amounting to $3158.60, leaving a balance of $11,272.23. The total assets were $12,337.28.

The successive presidents of the Exchange have been as follows: 1874–75, J. M. Gilbough; 1876–77, J. D. Ferguson; 1878–79, W. H. Dunlap; 1880, J. B. Myers; 1881–82, John J. MacDonald; 1883, Henry D'Olier; 1884, J. E. Hendrickson.

The standing committees of the association are: a Committee of Arbitration, a Committee on Transportation, a Committee on Quotations, and a Committee on Trade and Statistics.

The Maritime Exchange.—Among the various agencies which have been influential in obtaining improvements for the harbor of Philadelphia, and in

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advancing the importance of the city as a port of entry, none is entitled to more credit than the Maritime Exchange. It was organized in March, 1875, its purpose being principally to advance the maritime and commercial interests of Philadelphia, by the collection and dissemination of information, and to bring Delaware breakwater into prominence as a port of call. It further contemplated the establishment of an association of ship-owners, ship-brokers, merchants, and others, by which their mutual interests might be protected and advanced, and their differences adjusted. The following gentlemen were chosen as the first officers: President, William Brockie; Vice-President, George W. Mears; Treasurer, E. W. Adams; Secretary, Frank S. Urie.

The Exchange was opened on the 1st of April, 1875, at the rooms which it still occupies, in the Chamber of Commerce, on Second Street.

Outside of its efforts to accomplish the objects for which it was created, the history of the Exchange has been uneventful, but these efforts have been vigorous, unremitting, and successful. The gathering and furnishing of news of interest to maritime men has claimed the attention from the start, and has been developed to a high degree of perfection. The front room of the Exchange is occupied as a news-room, and is supplied with all the principal daily as well as commercial and maritime newspapers, both foreign and domestic. On its records and bulletins are displayed telegraphic reports on all subjects of interest, including reports of the stock, grain, and general markets at home and abroad, reports of marine disasters, of the sailing and arriving of vessels at United States ports, and of mail steamers at both European and American ports, and of the passing of all vessels observed at Cape Henlopen and New Castle, Del., and also at Fire Island and Sandy Hook. The Exchange has been put into direct connection with the similar organizations at Boston, New York, Baltimore, and other ports.

Observing and reporting stations have been established, the most important of which is the Henlopen Observatory, a substantial building erected in 1880 by the Exchange at Cape Henlopen, from which the earliest observations are made of vessels approaching Delaware Bay, and immediate notice telegraphed to the Exchange. Two reporters and a telegraph operator are employed to man the observatory, and signals can be exchanged at any hour. An observing office, manned by one reporter and one telegraph operator, is maintained at New Castle, Del., which is also connected by wire direct with the Exchange. A reporter is maintained through the ice season at Chester, Pa., and another at Delaware City, Del., and the lazaretto supplies the movements of all vessels at that point during the quarantine season. Arrangements have been made for the immediate transmission from various points along the coast of information concerning disasters to vessels at those points, or other matters of interest to the shipping trade. The office of the Signal Service in this city is connected with the Exchange, so that news received from the signal station on the Delaware breakwater is promptly received and displayed in the Exchange rooms. A branch office of the United States Naval Hydrographic Department was established in the news-room in October, 1884, under the charge of Lieut. W. H. H. Southerland, of the United States navy, and has been of great service to mariners and others interested in maritime matters.

In the beginning of 1884 a time-ball was placed in the Exchange, which drops at precisely the hour of twelve o'clock noon on the seventy-fifth meridian, the time being furnished from the Naval Observatory at Washington.

In addition to its work of gathering and disseminating news, the Exchange has been active and energetic in promoting in other ways the interests of the shipping trade, and, to a considerable extent, the commercial interests of the city, especially by deputations and memorials to the State and national governments, to obtain proper legislative measures. In accordance with an ordinance passed by City Councils and signed by the mayor, March 25, 1882, the Exchange, in conjunction with the Board of Trade, the Commercial Exchange, and the Vessel Owners' and Captains' Association, has made nominations for the Board of Port Wardens whenever vacancies have occurred, from which Councils have elected the requisite number of members to that important body. The Exchange has frequently, in conjunction with other commercial organizations and the City Councils, urged upon Congress the necessity of appropriations for continuing and extending works in progress for deepening and otherwise improving Delaware River and Bay, and the Schuylkill River, and with gratifying success. That Delaware Bay is as well lighted as any harbor in the world is due to a great degree to these appeals.

The regulation and improvement of the pilotage service has been a subject to which it has devoted much attention, but thus far its endeavors have met with only a limited amount of success. A bill to improve the service, framed by the Exchange, was passed by the Legislature on the 8th of June, 1881. It provided, among other things, that vessels which had not been spoken outside of a line drawn from Cape May to Cape Henlopen, should not be compelled to employ a pilot, and, in order to encourage the Pennsylvania coal trade, American vessels, carrying their registered tonnage of Pennsylvania coal, were granted the same exemption. The good effects hoped for by the passage of this act were not realized, as a law passed by the Legislature of Delaware in the same year established higher rates than Pennsylvania, and made pilotage compulsory in both the cases mentioned above. Consequently a vessel coming to Philadelphia without a pilot, under the Pennsylvania

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rules, was subject to a pilotage tax, notwithstanding, from the State of Delaware. The oppressive law of Delaware was contested a number of times in the courts by Philadelphia merchants, but without avail, the merchants being informed that their only hope of relief lay in Congressional legislation. A bill introduced into Congress by Senator Hale, "to relieve ships and vessels from compulsory pilot fees," was accordingly strongly indorsed by the Exchange in a resolution adopted on the 22d of January, 1884.

During 1883 a protective fund was instituted, by the provisions of which any registered or enrolled vessel making payment of five dollars was entitled to the services of the solicitor of the Exchange for one year, free of charge, in the prosecution of all demurrage claims, or claims for freight, incurred through any fault of the consignee of the cargo, when the cargo was to be delivered from on board at a regular lading or discharging berth within the customs district of Philadelphia; and was also entitled to his services in all cases where the vessel had been made the subject of extortion or frauds while within the Capes of the Delaware, providing the vessel was at the time either lying at or bound to or from a regular lading or discharging berth within the customs district of Philadelphia, and that the payment of the dues to the Exchange had been made previous to the occurrence of the trouble.

The Exchange was incorporated on the 31st of March, 1882. The number of its members at the beginning of 1884 was 250, among whom were quite a number of corporations and companies not directly interested in maritime matters. Annual reports have been issued every year since 1878, with the exception of 1883, which have contained many statistics of interest to those connected with the shipping interests. William Brockie has been president of the Exchange since its organization. Frank S. Urie was secretary in 1875 and 1876, since which time Edward R. Sharwood has held the position.

THE MERCHANTS' EXCHANGE.

The Merchants' Exchange.—The necessity felt by the Philadelphia merchants from a very early period of the city's history for some common point of meeting where they could talk over matters pertaining to their business and arrange for purchases and sales has resulted in the selection of various places from time to time for that purpose. At first these meetings were at the "coffee-houses," of which there were several on Front Street at an early period. The London Coffee-House, which was started by William Bradford at the southwest corner of Market and Front Streets in 1754, became the first prominent place of resort for merchants. The City Tavern, finished about the beginning of the Revolution, succeeded to the distinction, which it maintained until about 1800. Its importance was revived in 1806, for a time, by James Kitchen. Subsequently, under the name of the Merchants' Coffee-House, corner of Second and Gold Streets, it served the purposes of an Exchange for a number of years.

As the city grew, the accommodations furnished by the Coffee-House became too limited, and to meet the demand for larger quarters the Philadelphia Merchants' Exchange Company was formed to erect a suitable building. The company was organized at a meeting held at Girard's Bank on the 19th of May, 1831. Among the prominent stockholders were Joshua Lippincott, Thomas P. Cope, John Siter, Jr., Alexander Ferguson, Samuel Comly, William Yardley, Jr., John Hemphill, William D. Lewis, Laurence Lewis, Thomas C. Rockhill, George Handy, Ashbel G. Ralston, John J. Borie, Matthew L. Bevan, William Platt, John A. Brown, and Samuel Grant. The corner-stone of the structure was laid on the 22d of February, 1832, in the presence of the building committee and a number of spectators, and an address was delivered by Mr. John K. Kane. It was opened for business early in 1834, and has been occupied ever since. The cost of the building was $184,000, and of the lot on which it was erected $98,000; 2069 shares of stock were issued, of a par value of $100 each.

The building is constructed of Pennsylvania marble, and is in the shape of a parallelogram, having a front-

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age of 95 feet on Third Street, and a depth of 114 feet on Walnut Street. There is a semicircular attachment in the rear, with a radius of 36 feet, which makes the total length, from front to rear, 150 feet. The semicircular portion is embellished with a portico of eight Corinthian columns and antæ. A circular lantern rises forty feet above the roof, and is pierced with windows and ornamented. The building is of very striking beauty, and is modeled after the choragic monument at Athens, called the Lantern of Demosthenes. William Strickland was the architect of the building, John Struthers the marble-mason, John O'Neill the carpenter, and Joseph S. Walton & Son the bricklayers.

As the population and business interests of the city increased, exchanges for particular branches of business were formed, and the Merchants' Exchange gradually lost its position as the meeting-place of merchants. At present it is simply rented to various firms and associations.

The presidents of the Exchange Company have been as follows: 1831 (May to December), Samuel Comly; 1831–41, Joshua Lippincott; 1841–47, William Yardley; 1847–53, William E. Bowen; 1858–64, Moncure Robinson; 1864–68, Joseph W. Ryers; 1868–69, Edward S. Handy; and since 1869, W. J. P. White.

The American Iron and Steel Association.—The first general meeting of the iron trade of the United States, as far as can be ascertained, was called on Dec. 6, 1846, to meet in Philadelphia on the 20th of the same month, "to consider the existing depression of the iron industry, and to appeal to Congress for relief through a revision of the tariff."

No further movement occurred for more than five years, but the necessity for a general organization grew with the growth of the trade, and finally, on March 6, 1855, the American Iron Association was formed in Philadelphia, and existed until 1859. From that time until Oct. 19, 1864, the iron and steel manufacturers appear to have been without any national organization.

On the 19th day of October, 1864, a number of iron manufacturers from Pennsylvania, Ohio, Indiana, Illinois, Michigan, Kentucky, New Jersey, Missouri, and Maryland met in Philadelphia, and determined to invite the iron- and steel-makers of the United States to meet together for the purpose of considering a plan of organization, "whereby the whole American iron interest might be promoted, and each branch known and cared for." A letter of invitation was issued on the 1st day of November, calling a meeting on the 16th day of that month at the Board of Trade rooms in Philadelphia, which assembled accordingly, and organized the American Iron and Steel Association, which has ever since maintained a healthy and active existence. Capt. Eber B. Ward, of Detroit, was chosen president of the meeting; William B. Ogden, of Chicago, vice-president; and E. Y. Townsend, of Philadelphia, and Thomas S. Blair, of Pittsburgh, secretaries.

The American Iron and Steel Association is now a recognized authority in all matters connected with the trade, and is consulted by Congressmen and government officials at home, and by persons in all countries who desire accurate information concerning our special industries. Its work is properly divisible into five branches, as follows: 1st, statistical, which takes shape annually in a report by the secretary; 2d, the revision and publication every two years of a directory to all the iron- and steel-works in the United States; 3d, the publication of the *Bulletin*, a weekly trade newspaper, at present edited by the secretary, Mr. James M. Swank, and its free distribution to all American iron and steel manufacturers; 4th, educational and special work, such as watching legislation, and looking after decisions of the Treasury Department upon questions affecting the interests of the iron trade; the publication and distribution of tariff pamphlets and other documents, etc.; 5th, the maintenance of a bureau of general information, and a place of general resort for iron and steel manufacturers. The office of the association is centrally located, at 261 South Fourth Street, in Philadelphia, is tastefully but plainly furnished, and is daily open to members and to all engaged in the iron trade. A library of several hundred volumes has been accumulated by purchase and exchange, and all the leading trade and scientific journals of this country and Europe are constantly on file; these are open to all members and others engaged in the business of making or selling iron and steel.

The list of the present officers of the association is as follows: President, Daniel J. Morrell; Vice-Presidents, Joseph Wharton, Samuel M. Felton, Abram S. Hewitt, William Metcalf, B. F. Jones; Secretary, James M. Swank; Treasurer, Andrew Wheeler; Executive Committee, J. B. Moorhead, Abram S. Hewitt, William Metcalf, Joseph Wharton, Samuel M. Felton, E. Y. Townsend, A. B. Stone, B. F. Jones, Andrew Wheeler, W. E. C. Coxe, Paris Haldeman, D. J. Morrell; Auditing Committee, David Reeves, Percival Roberts, Powell Stackhouse.

The Textile Association.—A very large portion of Philadelphia's wealth and importance is derived from her manufactures, and among these the production of textile fabrics occupies the most prominent place. According to the census of 1880, there were in this city 4484 hand-looms, 17,184 power-looms, 152,818 cotton-spindles, 223,110 wool-spindles, 68,187 worsted-spindles, and 9705 knitting- and stocking-frames. The textile interest employed nearly 60,000 people, and the production annually amounted to nearly $90,000,000 worth of goods. It was to protect an interest so vast as this that the Textile Association was formed at a meeting held Jan. 27, 1880. Thomas Dolan was chosen president; James Dobson, first vice-president; Conyers Button, second vice-president; William T. Seal,

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secretary; and William Arrott, treasurer, who have continued to hold their positions up to the present time. In May, 1881, the rooms at 161 Chestnut Street were occupied. The original number of members was 21. By the end of the year they numbered 176, but later there was a falling off, and at the beginning of 1884 there were about 130 individuals and firms upon the rolls.

The objects of the association, as set forth in the constitution, are "to promote an interchange of information and experience, to encourage schools of design for industrial purposes, and in general to advance the manufacture of textile fabrics in the city of Philadelphia." In the furtherance of these objects the association has issued annual reports since the first year of its existence, has started a library composed of books treating on industrial topics, and displays at its rooms a number of periodicals and trade journals. The establishment of a school for instruction in textile arts has been a matter of deep interest to the association from its beginning, and subscriptions to that end have been collected by a committee appointed for the purpose, until a fund aggregating over $35,000 has been obtained. It is proposed to organize the school as a corporation separate and distinct from the association, the management of which shall be in the hands of those who have furnished money for its establishment and maintenance. Believing that the sum raised has not yet reached an amount that would warrant the commencement of active operations, the managers of the association have not applied for a charter for the school.

The association has exerted a wide influence in matters pertaining to the textile industry, and has aided materially in shaping legislation affecting that interest. Its protests have been presented to Congress frequently against reductions of the tariff. It sent twenty-seven delegates, eight of whom were workmen employed in mills operated by members, to the National Tariff Convention in New York, on the 29th and 30th of November, 1881. A decision having been given by the Supreme Court in March, 1881, in the case of Victor *et al. vs.* the Government of the United States, by which a specific duty previously charged on knit goods was declared illegal, thereby producing an injurious effect on that branch of manufacture, the association raised a large amount of money for the rehearing of the case. The Supreme Court, however, reaffirmed its decision on the second trial, and Congressional legislation had to be obtained before the injury could be remedied. The association met and appointed delegates to appear before the Tariff Commission on their visit to this city in 1882. About 75,000 copies of publications giving a view of the tariff question from the manufacturers' standpoint were distributed throughout the country by the board of managers in 1882, at an expense of $1820.50. While the rates of tariff passed by Congress at the session of 1882–83 were not so favorable to the textile industry as was hoped for, yet the association was able to congratulate itself upon the fact that its efforts had prevented the duties in some cases from being more inimical than they otherwise would have been. For example, on reaching Washington during that session the representatives of the association found that much of the benefit to be expected from the duty placed on cloths and cassimeres was neutralized by an insufficient tariff on ready-made clothing. They pointed out the defect, and the rates on ready-made clothing were advanced.

In 1881 the manufacturers of knit goods being unwilling to pay the royalty exacted by the owners of certain attachments to sewing-machines for trimming hosiery, met together to consult as to the way in which they might escape this burden. Other matters of common interest developing, it was finally determined to form an association for the advancement of their branch of business. Later in the year this body was merged into the Textile Association, though retaining its organization for the transaction of business belonging particularly to the hosiery or knit goods industry. The suggestion was made at the time of this junction that members be allowed to form sections, according as they were interested in certain departments of manufacturing industry, which might frame for themselves whatever rules and by-laws were desirable, provided the same should not be inconsistent with the constitution and by-laws of the association. A new constitution and by-laws were adopted by the association at a meeting held on the 18th of February, 1884, in which the above suggestion was incorporated as an article. At the same time the name of the association was changed from the Philadelphia Association of Manufacturers of Textile Fabrics, the original title, to the more concise one, the Philadelphia Textile Association.

The Grocers' and Importers' Exchange was organized in the spring of 1872, as the Wholesale Grocers' Association, and the first permanent officers were elected on the 5th of April of that year. Edward C. Knight was chosen president; Thomas L. Gillespie, first vice-president; H. H. Lippincott, second vice-president; Charles S. Boyd, treasurer; and Charles J. McClary, secretary. Its growth was gradual, but steady.

The admission fee was placed at first at $25, but afterward reduced to $10, with the effect of increasing the number of the members. When the growth seemed to warrant it, the fee was restored to $25, and in April, 1882, it was advanced to $100, and at the same time it was resolved to advance it to $200 as soon as the number of members should reach 200. In 1878 removal was made to a room in the second story of the building at 43 South Front Street, which is still occupied. At the quarterly meeting in December, 1879, the name of the association was altered to the Grocers' and Importers' Exchange of Philadelphia, and it was incorporated on the 15th of December, 1883.

Since its removal to its present quarters, the proceedings of the Exchange have been marked with more life and energy than formerly. A daily call was tried a number of years ago and failed, and a revival of the practice during 1883 for about half an hour each day at noon, was also unsuccessful, and it was finally abandoned. Members, nevertheless, assemble in considerable numbers every day shortly after twelve o'clock, to talk over matters pertaining to their business, and effect purchases and sales with one another. Sugar, molasses, rice, canned goods, coffee, and tea, are the principal articles dealt in.

The Exchange at the beginning of 1884 was in good financial condition, having a permanent fund of $2000 invested in Philadelphia, Wilmington and Baltimore Railroad trust certificates, and $500 in four and a half per cent. government bonds, and a balance in the treasury of $478.27. The number of members at the same time was 197, and included almost every firm in the city whose interests were of the character of those which the Exchange was intended to promote.

The successive presidents since its organization have been as follows: 1872, E. C. Knight; 1873, Thomas L. Gillespie; 1874, S. L. Kirk; 1875, John H. Catherwood; 1876, Francis B. Reeves; 1877, William M. Sinclair; 1878, James Graham; 1879, Solomon Smucker, Jr.; 1880, Marvin E. Clark; 1881, James S. Martin; 1882, John L. Hough; 1883, Henry A. Fry; 1884, Alexander Harding.

The Tobacco Trade Association.—The meeting to organize an association of persons interested in the tobacco business in Philadelphia, was held April 26, 1879, and on the 7th of May following officers were elected as follows: President, Arthur Hagen; Vice-President, L. Bamberger; Treasurer, George W. Bremer; and Secretary, Arthur R. Fougeray. The same officers have continued in their positions ever since. The meetings of the association have been held at various places, but chiefly at the office of the president, Mr. Arthur Hagen. The number of firms who are members at present is forty.

During the agitation of the reduction of the tobacco tax by Congress, in 1882 and 1883, the association adopted frequent memorials expressing its views upon the subject. At a meeting of persons interested in tobacco, held at the Board of Trade rooms on the 11th of March, 1882, three delegates were chosen to attend a national convention of tobacco men in Washington, to take place on the fifteenth day of the same month. At a subsequent meeting a resolution was adopted requesting Congress to abolish entirely the internal revenue tax on tobacco, snuff, cigars, and cigarettes, and to grant a rebate to the full extent of the tax to manufacturers and dealers having stamped goods on hand at the time of the law becoming operative. A bill was passed by Congress on the 3d of March, 1883, which reduced the tax about fifty per cent. and provided for a rebate upon all unbroken packages of tobacco at the time of the law going into effect, but no appropriation was made by which the rebate could be paid to dealers, though the manufacturers, being allowed to receive payment in revenue stamps, were enabled to satisfy their claims. The association joined in calling the attention of Congress to the omission, and early in 1884 an appropriation was made to rectify the error.

The association was organized, according to its constitution, for the purpose of preserving good feeling between members and branches of the trade, advancing their common interests, and paying proper respect to members at their death.

The Drug Exchange was organized at a meeting held at the Merchants' Hotel, Jan. 22, 1861, in answer to a call issued by thirteen wholesale firms, when John M. Maris presided, and James Palmer was appointed secretary. A preamble and resolutions, reciting the necessity for the wholesale drug trade to combine, and recommending the formation of an association of wholesale and jobbing druggists, importers of drugs, manufacturing chemists, drug brokers, and manufacturers of articles connected with the trade who were not retailers, were adopted. There were twenty-one firms or representatives of firms present at the meeting, who signed their names to this resolution, and John M. Maris was chosen president of the new organization, and Thomas P. James, vice-president. A constitution adopted by the association on the 2d of February described the objects aimed at as "the facilitating of the purchase and sale of drugs, the common interest of its members by encouraging personal intercourse with each other, and the protection of the individual and united interests of the drug trade." On the 30th of January, 1861, the board of directors selected as the meeting-place rooms in the second story of the building at 37 South Third Street, which have been occupied ever since, except for two short periods while they were undergoing renovation and repairs. The Exchange was incorporated April 5, 1862.

In January, 1866, an arbitration committee was established to settle business disputes among members, but it has had very little labor to perform, owing to a lack of disagreements requiring adjudication. In 1869 a change was made from the plan of allowing the board of directors to elect the president and vice-president, the association itself assuming that duty. In the early part of 1870 an invitation was received from the Commercial Exchange, which was at that time endeavoring to consolidate into one association all the commercial organizations of the city, for the Drug Exchange to join with them, and hold their meetings at the Chamber of Commerce. The offer, however, was refused, as it was feared by the druggists that such a move might result in the dissolution of their association. For several years subsequent to 1875 a *Drug Exchange Monthly Circular* was published, but has since been discontinued. The number of

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members fell off later, and at the beginning of 1884 there were only ninety-nine names on the rolls. This number embraced, however, almost all the wholesale drug firms or other firms eligible to membership in the city.

The course of legislation affecting the drug trade has been influenced to a very considerable extent by the action of the Exchange. As illustrative of its procedures in this respect may be mentioned the following instances: In 1861 a committee of the Exchange was sent to Washington to secure some changes on the tariff imposed on drugs in a tariff bill introduced by Senator Morrill, which was then before Congress. This committee were very successful in their mission, and a number of alterations were made at their suggestion. A bill to appoint a drug inspector for the State of Pennsylvania, which was brought before the Legislature in 1869, was defeated through the instrumentality of the Exchange. An act providing for an internal revenue, which contained a section requiring a stamp on proprietary medicines, was interpreted by the commissioner of the internal revenue (1872) as embracing all medicines which contained on the bottles inclosing them directions as to the amount of the dose or the manner of using. This decision was strenuously resisted by the Exchange, and it eventually secured its aim through Congressional legislation. It resisted the repeal of the duty on quinine, and has urged upon Congress the advantages of a stable tariff. It has raised over $7000 in the cause of charity.

The presidents of the Exchange from the beginning have been as follows: 1861, John M. Maris; 1862–64, Thomas P. James; 1865–66, M. G. Rosengarten; 1867–70, Robert Shoemaker; 1871, William Gulager; 1872, William W. Wilson; 1873, Edward H. Hance; 1874–76, Alexander H. Jones; 1877–78, William Wilson; 1879–80, H. B. Rosengarten; 1881, H. N. Rittenhouse; 1882, William J. Jenks; 1883, John Ferguson; 1884, Mahlon N. Kline.

The Petroleum and Mining Exchange is the result of the consolidations of the Philadelphia Mining and Stock Exchange, the Mining Annex of the Stock Exchange, and the Philadelphia Oil Exchange. The first named was the oldest, having been started in the fall of 1879, mainly through the efforts of Messrs. Samuel W. Powell, Lawrence Emig, and Frederick Schuellermann. The original number of members was 48, each of whom paid into a common fund to meet the expenses of the new organization the sum of $50. The first quarters of the Exchange were at No. 310 Chestnut Street, and were occupied on Dec. 4, 1879. Its officers during the first year of its existence were: President, William M. Capp; First Vice-President, Edward H. Green; Second Vice-President, Frederick Schuellermann; Treasurer, Samuel W. Powell; Secretary, George A. Q. Miller. It had been in operation but a little over a year, when a split occurred, and in January, 1881, a number of the members withdrew, and formed the National Mining Exchange of Philadelphia, with headquarters in the rotunda of the Merchants' Exchange. This separation lasted about six months. In the mean time, a Mining Annex had been started to the Stock Exchange, with headquarters in the basement of the building at No. 310 Chestnut Street. There were thus at one time three Mining Exchanges in active operation in the city. Upon the reunion of the two original organizations, as intimated above, they occupied the rotunda of the Merchants' Exchange. Toward the close of the spring of 1882, a further consolidation took place with the Mining Annex of the Stock Exchange, and all the three organizations became united with the one body, as the Mining Annex of the Stock Exchange. In this relation they existed, first occupying quarters at No. 310 Chestnut Street, and afterward in the Merchants' Exchange, until their union with the Oil Exchange, on the 1st of June, 1883. At the time of this last junction, the number of members in the Mining Exchange was 157.

Previous to the institution of the Philadelphia Oil Exchange, transactions in oil in this city were very limited, being carried on chiefly by the firms of Wenzell & Foster, and Hilton & Waugh, which were branches of Oil City houses, and effected their purchases and sales in that city. The Philadelphia Oil Exchange was organized in 1882, the prime movers in its establishment being S. S. Wenzell, John H. Waugh, and Samuel W. Powell, who had also been active in organizing the Mining Exchange, and William N. Viguers, also as mining broker. About the middle of June, 1882, there were sixty-seven names on its roll of membership. The officers chosen to serve for the first year were: President, William Hastie Smith; First Vice-President, William N. Viguers; Second Vice-President, Junius R. Clark; Treasurer, John H. Waugh; Secretary, Alfred Newhouse. After the Exchange had been in operation somewhat less than a year, overtures were received from the Mining Exchange for a consolidation. A committee of three was appointed from each Exchange, who, upon conference, agreed upon terms of union, which were ratified by the Exchanges. On the 1st day of June, 1883, the two Exchanges came together as one body, under the title of the Philadelphia Petroleum and Mining Exchange, and occupied the rotunda of the Merchants' Exchange. The number of members at the beginning of 1884 was 282. The daily operations in oil amounted to about 300,000 barrels on the average, and in mining and miscellaneous stocks to from 25,000 to 35,000 shares. The original intention of the organizers of the Oil Exchange was to have dealers in the different varieties of oil represented in its membership, and make their purchases and sales upon its floor. This design has not been realized, however, and most of the transactions are in pipe-line certificates. The officers of the Exchange at present (1884)

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are as follows: President, John S. Davis; First Vice-President, William N. Viguers; Second Vice-President, Junius R. Clark; Secretary and Treasurer, A. Douglas.

The Butchers' Hide and Tallow Association dates its origin from the year 1849, when a number of butchers conceived the idea of associating together for mutual benefit in the matter of salting the hides which came from the cattle that they had slaughtered. At that time the tanners of the city were paying them but three cents per pound for green hides, and in the beginning of that year they refused to enter into contracts to take them, even at that low rate. This determined the butchers to form an association or partnership for salting them on their own account; and the experiment proved so beneficial and was so successful that in the following year the building on Noble Street, above Eleventh, afterward known as the "Hide House," was purchased, and the partnership was put upon a permanent basis. The experiment in hides having been so successful, it was determined to handle the fat in the same manner, and in 1851 the property at 1519, 1521, and 1523 Pennsylvania Avenue was purchased and fitted up for rendering the fat into tallow. This building is commonly known as the "melting-house." The property on Noble Street was eventually given up as a hide-house, and the whole work was consolidated in the melting-house, where it is still performed.

The melting-house and lot are the property of a stock company, who derive the interest on their investment from the rental paid by the association. Members bringing hides and fat to the melting-house receive an advance of money upon them, according to their quality. The hides being salted and the fat rendered, the products are disposed of, and the amount received is placed to the credit of the association. At the end of the year any surplus remaining, after all claims are paid, is divided among the members in proportion to the amount of hides and fat they have furnished. The profits of the association have all along been very satisfactory. The association is under the management of fifteen trustees, including the president, secretary, and treasurer. The officials for 1884 were John H. Hight, president; George E. Mancill, treasurer; and John F. Strickland, secretary. The number of members is one hundred and twenty.

Beef-Butchers' Hide and Tallow Association was a split from the Philadelphia Butchers' Hide and Tallow Association, and was organized on the 1st of April, 1883, its object being the same as that of the other association, namely, to enable butchers to salt the hides and render the fat of animals slaughtered by them so as to procure the largest possible returns. A board of nine directors was chosen, who selected from their own number John J. Stark as president, L. S. Boraef as vice-president, Edward Willig as treasurer, and John Young as secretary. A temporary location was secured at 436 North Eleventh Street, which is still occupied. The association consists of thirty members. It salts hides brought to it by members, but sells its oleomargarine fat to parties making oleomargarine butter, and has an arrangement with other parties by which its tallow fat is rendered on very advantageous terms.

The Vessel-Owners' and Captains' Association was organized March 1, 1868, for the protection of the rights and interests of vessel-owners of all classes, the dissemination of information of interest to them, and the promotion of their welfare by urging the enactment of beneficial laws and the repeal of injudicious ones. The particular cause which led to its formation was the fact that consignees found it inconvenient or undesirable to receive their cargoes at once, frequently detaining vessels laden with coal for weeks at a time without affording the owners any compensation for the losses occasioned thereby.

Another object of the association, which it has constantly carried out, has been the prosecution of suits coming from a disagreement over freights, in which a member has been concerned, such as, for instance, the rejection of the part of a cargo by the consignee as unmerchantable. It has also defended members in suits brought against them for shortages of cargoes, when the master, officers, and crew of the vessel have first made oath that all the cargo which was received on board has been discharged.

The usefulness of the association to its members and to the shipping interest has been very great, and may be instanced by fact that out of 184 cases brought to the attention of the solicitor in Philadelphia during 1883 all but two were settled by the end of the year. The estimate has been made that not one-fifth of the amount of demurrage which has been collected, and paid over to owners of vessels without charge, could have been obtained without the existence of the association. Oftentimes demurrage-fees, which have been refused to certain captains, have been paid promptly and without contest to members of the association, although the circumstances have been the same in each case.

In pursuit of its object of obtaining beneficial laws, and the repeal of injudicious ones, the association has frequently adopted resolutions setting forth its views on matters of legislation. It has devoted a great deal of attention to the pilotage question, and in 1884 forwarded to Congress a resolution indorsing a bill to abolish compulsory pilotage, claiming that, as almost all of the captains of coastwise vessels are thorough pilots, compulsory pilotage was unnecessary.

Since its organization the association has had enrolled upon its books 1030 vessels, aggregating a registered tonnage of over 260,000 tons, and a valuation of upward of $15,525,000. The value of the vessels enrolled at the beginning of 1884 was about $1,250,000. The treasurer's report for the year, extending from March 1, 1883, to March 1, 1884, showed receipts from dues of vessels, captains, and indi-

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viduals, and from other sources of $4062.94. The assets of the association amounted to $9581.06, most of which were invested in Philadelphia City 6's of a par value of $7300 and a market value of $9563. The chief items of expense were the salaries of officers and solicitors. The association has occupied room No. 5, in the second story of 205½ Walnut Street, for a number of years.

The officers for 1884 are as follows: President, Charles Lawrence; Vice-President, Capt. Jonathan May; Treasurer, Jeremiah Smith; Corresponding and Recording Secretary, James F. Wallace; Agent, James Nelson.

The Tow-Boat Owners' Association was organized April 1, 1874, at the advice of a number of captains of vessels, for the purpose of establishing uniform rates of towage, and at the same time of advancing in a general way the interests of tow-boat owners. Stephen Flanagan was its first president. He was succeeded in April, 1881, by F. A. Churchman, who has held the position ever since. The association has met from the beginning at 119 Walnut Street. It has been very successful in carrying out its objects, and at present the rates of towage in the harbor of Philadelphia are, it is claimed, from twenty-five to fifty per cent. less than in any other port upon the Atlantic coast. The number of members at present is 70, and consists exclusively of the managing owners of tugs.

The government of the association is vested in a board of twelve managers, including the president, secretary, and treasurer, and they have full power to make rules and regulations with regard to towage, and fix the rates of the same. The annual dues of the members vary according to the expenses incurred. Difficulties among members are settled by an arbitration committee. The annual meeting is held in April.

The officers during 1883 were as follows: President, F. A. Churchman; Secretary, Thomas Winsmore; Treasurer, J. A. McCauley; Assistant Secretary, John Sholdice; Collector, Richard Banks.

The Shoe and Leather Trade Association was organized at a meeting held at the room of the Board of Trade, on Feb. 22, 1883. A committee appointed then on a constitution and by-laws made a report on February 28th following, which was adopted. Paul Graff was elected president; Thomas C. Else, Thomas Y. England, John J. Ziegler, and William Clark, vice-presidents; Thomas C. Babb, recording secretary; John T. Monroe, corresponding secretary; and David J. Horr, treasurer. In October, 1883, a credit bureau, for the investigation of the characters of customers asking members of the association for credit, was established, Mr. Howard Van Court being appointed actuary. The bureau is conducted in the manner usual with institutions of that character.

The Clothing Exchange was organized at a meeting held in Mercantile Hall, Nov. 6, 1882, at which every clothing-manufacturing firm in the city was represented. The establishment of a credit bureau, the consideration of the transportation of agents, samples, and merchandise, the regulation of the time of labor, the establishment of a board of arbitration, the obtaining of the recognition of Philadelphia as a trade centre, and the consideration of matters in general relating to the clothing trade were the objects. Within the six months previous to the last annual meeting on Dec. 12, 1883, 1438 names had passed through the bureau, and 4197 reports had been furnished by the actuary. Interchange of information has been established with New York, Baltimore, and Rochester, and Cincinnati and Chicago were visited by a committee from Philadelphia and New York, with the result of securing a favorable prospect of intercommunication with the former city. The Exchange was chartered June 12, 1883, and the number of members at the beginning of 1884 was 33.

The officers of the association for 1884 are as follows: President, Herman L. Freedman; Vice-President, Leo Loeb; Treasurer and Secretary, S. L. Haas; Board of Managers, Benjamin F. Greenewald, Simon Fleisher, Joseph Goldsmith, Emanuel Schwerin, Joseph Loucheim, and Joseph Stern.

The Merchant Tailors' Exchange was formed in the year 1870, and a room taken at 911 Chestnut Street, where a "book of delinquents" was kept, which was free for consultation to members, and in which they were expected to inscribe the names of their delinquent customers.

On the 25th of February, 1871, the Merchant Tailors' Exchange was organized, and negotiations were shortly afterward entered into for consolidation with an already-existing Merchant Tailors' Exchange, consisting of small German firms engaged in business away from the central portion of the city; and on the 21st day of July, 1871, the union took place, the Germans paying the sum of $500 for the privilege of becoming members of the new organization. The number of members of the Exchange previous to the consolidation was 26, and the number added 46, making a total membership of 72.

The presidents since its organization have been as follows: 1871, George Müller; 1872, E. O. Thompson; 1873–76, William Milligan; 1877, Edward P. Kelly; 1878–81, George Müller; 1882–83, James B. Mageoch; 1884, John A. Carr.

The objects of the Exchange are to elevate the profession, to promote social intercourse among its members, to obtain protection against adventurers who endeavor to clothe themselves elegantly without paying their tailors, and to insist on having a voice in making out "bills of prices," which should be generous to employés and just to employers.

The Bottlers' Protective Association was formed some time between 1844 and 1850, for the purpose of mutual benefit and the protection of bottles and other property connected with the transaction of the business. The law requires that bottles containing beer or various other articles of drink shall not be sold,

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but the carelessness of many parties to whom bottles were delivered resulted frequently in their never being returned to their owners. There was, besides, a great deal of smuggling of bottles into other States, where the laws in force in Pennsylvania did not prevail, and where they could be sold without risk of punishment.

The association set itself to work to correct these evils by dividing itself into committees, each of which took a separate district of the city, in which it made collections, and which afterward sorted the bottles thus gathered for return to their owners. Prosecutions were also instituted in a number of cases for smuggling, which resulted in the source of loss being checked to a considerable degree. Robert Wagner was president of the association for many years. The workings of the committees, however, were not satisfactory, as during the busy season of the year, when the prompt collection of bottles was most necessary, the membership of the committees were too busy to attend to the performance of their duties, and bottles which had been collected were sometimes retained for months before being sorted and returned to their owners.

To meet the demand for a more systematic method of operating, the association was reorganized early in 1881, and Mr. C. D. O'Farrell succeeded Mr. Wagner to the presidency. A central depot was established, which was put under the control of a superintendent, to which all bottles gathered from various points of the city are brought and sorted for return to their owners.

During 1883 there were altogether 1,230,000 bottles brought to the depot, at a cost of $17,000, and the payments of some of the larger firms to the depot averaged about $30 a week. The association has also employed detectives to ferret out cases of smuggling of bottles into other States, where they might be sold with impunity for a considerably larger sum than can be obtained from the association. Quite a number of prosecutions have resulted, which have been the means of bringing offenders to punishment, and have in a great measure destroyed this class of thievery.

The officers elected at the time of reorganization, in 1881, have been continued without change. They are as follows: President, C. D. O'Farrell; Secretary, Robert Lelar; Treasurer, E. Posten; Superintendent, William Arlitz. The number of members at the beginning of 1884 was 54.

CHAPTER LIX.

BURYING-GROUNDS AND CEMETERIES.

When the English authority supplanted the Dutch government on the Delaware, there were already within the settlement three churches with burial-grounds attached,—one at New Castle, a second at Craine Hoeck, and the third at Tinicum Island. At a special court held at New Castle in 1675, it was ordered that another church be built at Wicacoe for the people of Passyunk. Church-wardens were appointed by this court in 1677. For seventeen years after the arrival of Penn it does not appear that there was any necessity for providing burial-places for the poor and for strangers, and the first movement in that direction was made by Common Council, Sept. 21, 1705. The minutes say,—

"It is ordered that the mayor (Griffith Jones), recorder (David Lloyd), and Alderman Wilcox (taking along with them such p'sons of the respective religious p'suations of this city as they shall think p. p.), apply themselves to the Com'rs of Property for a publick piece of ground in this city for a burying-place for straingers dying in this city, and report their doing therein to the next meeting."

The commissioners met this request by persuading the corporation to accept the Southeast Square, which had been dedicated to the public use by the original plan of the city in 1682, and a patent was issued Jan. 29, 1706, which recited that an application had been made "by the mayor and commonalty of the city of Philadelphia to the commissioners, that they would grant some convenient piece of ground for a common and public burying-ground, for all strangers or others who might not so convenient be laid in any of the particular enclosures appropriated by certain religious societies to that purpose." The commissioners therefore stated that they had appropriated "a certain square belonging *to those squares which at the original plotting of the said city were intended for public uses.*" The ground was bounded north by Walnut Street, on the south by a street forty feet wide, and on the east by Sixth Street. The dimensions were five hundred feet in length by five hundred feet in breadth.[1]

The purpose of the grant was declared to be "for a common burying-place for the service of the city of Philadelphia for interring the bodies of all manner of deceased persons whatsoever, whom there shall be occasion to lay therein." For the improvement of the burying-place, full and free liberty was given to the mayor and corporation "to enclose, fence, plant, build on, or by any ways or means whatsoever that will improve the aforesaid piece of ground, . . . to be held as of the manor of Springettsbury in free and common socage, at the rent of one ear of corn, payable on the first day of March in every year." The grant was scarcely made before Joshua Carpenter, a Common Councilman, made application for a lease of the ground. It might be useful as a place of pasture for cattle, and as the burials were not likely to be many for some years ensuing, the grass crop could be available in nearly the whole of the inclosure. Council ordered, March 8, 1706, that a lease should be granted to Carpenter for twenty-one years, "at the rent of —— p. Ann., he fenceing the same & from time to time enlarging the ground as there

[1] The ground extended on the west to the back end of Eighth Street lots. The street now on the west side of the square was not laid out until long afterward.

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shall be occasion for roome to bury in." The rent was subsequently fixed at the nominal rate of one shilling per annum, "if demanded." The expense of the fencing must have been considered nearly equivalent to the value of the premises in rent during the long term named in the lease, which was not signed until the 30th of March, 1708. In 1730 the lease to Carpenter having expired, Jacob Shoemaker proposed "to take the potters' field." Carpenter was dead, and his representatives, it was a matter of complaint, had not complied with the conditions of his lease, and kept the premises in order. A committee was appointed to inquire into the condition of the ground, but there is no minute of the conclusion which was arrived at. Shoemaker was informed at the same time that the corporation was not inclined to lease the premises for more than three years. He entered into possession, and was still tenant of the property in 1762, on a three-years' lease, at ten pounds per annum. Jasper Carpenter succeeded Shoemaker as lessee of the square on a seven-years' lease in 1766. He applied for a renewal in 1773, and a new grant was made by the board for seven years longer. When this term expired, the corporation of the city of Philadelphia had ceased to exist. There could be no renewal, and Carpenter was the last lessee. Indeed, it may be presumed that the value of the ground for the purpose of raising hay or for pasture was very small after the Revolution had set in.

Potter's Field was uneven, and near its southwest corner was entered by a stream which flowed in from beyond Arch Street. A second rivulet, having its source in a pond about where the First Presbyterian Church was afterward built, met the other west of Sixth Street, and the brook took a course nearly eastward to Fifth Street, and half-way to Fourth Street, where it turned north, then east to about Hudson Street, where it emptied into the northwestern branch of Dock Creek. In after-years a culvert carried the water to Fifth Street and through adjoining properties. The Carpenter family inclosed in the centre of the field a plot about forty feet square for a private burial-ground, and it is said that Joshua Carpenter was buried there beneath an apple-tree.

Almost as soon as the property was vested in the corporation, interments were made there of the wretchedly poor, the slaves, and the free blacks. In times of festival it has been said that the slave blacks of both sexes used to go to the square in considerable numbers, and amuse themselves by dancing, singing, and speaking. When the war of Independence began, this was the only place available for the burial of soldiers who died in the service, or as prisoners. In that poor privilege, the regular American and British soldier were served alike. The men who in hospitals yielded their lives to the attacks of camp fever, and the prisoners of war held captive in the adjoining Walnut Street jail, were brought to this Potter's Field. Pits of twenty by thirty feet square were dug along the line of Walnut Street by Seventh, and filled by coffins piled one upon the other. On the south line of the square long trenches were dug, which were kept open until necessary to be used. Then, commencing at one end, the coffins were piled up and covered with dirt, leaving the space beyond open and ready for future deposits. John Adams, member of Congress, and afterward President of the United States, in a letter dated April 13, 1777, gives a gloomy picture of the condition of the ground:

"I have spent an hour this morning in the congregation of the dead. I took a walk into the 'Potter's Field' (a burying place between the new stone prison and the Hospital), and I never in my whole life was so affected with melancholy. The graves of the soldiers who have been buried in this ground from the Hospital and bettering-house during the course of last summer, fall, and winter dead of the smallpox and camp-diseases, are enough to make the heart of a stone to melt away. The sexton told me that upwards of 2000 soldiers had been buried there; and by the appearance of the grass and trenches, it is most probable to me that he speaks within bounds. To what cause this plague is to be attributed I don't know,—disease has destroyed 10 men for us where the sword of the enemy has killed one! We have at last determined on a plan for the sick, and have called into the service the best abilities in physic, etc., that the continent affords."

In less than four months after this letter was written the British army occupied the city with a body of men greatly in excess of the number of troops previously in town. The mortality among these soldiers might not have been as great as among the Americans, but there was continual necessity for the services of the grave-digger. Acting in an enemy's country, it was not necessary to respect the rights of religious congregations. Many of the British soldiers who died might have been interred in the burying-grounds belonging to the churches and meeting-houses, yet the Potter's Field had its share.

In the yellow fever epidemic of 1793 there were so many burials in Potter's Field that there was no more room unless made by disturbing the remains of those who had been previously interred. About January, 1794, some attempt was made to improve the square by planting trees upon it, and it was ordered that a portion of the public lot on Lombard Street should be used for burials, after which interments were directed to be made there and not in Potter's Field, and so the latter ceased to be the public burying-ground.

Lombard Street Burying-Ground.—By the provisions of an act of Assembly passed April 8, 1786, the Supreme Executive Council was ordered to transfer to the wardens of the city "the lots of ground on the south side of Lombard Street, between Tenth and Twelfth Streets, bounded southward by ground of Barron, Hurst & Co., to be appropriated as a burial-ground for the interment of strangers and others who have not been in communion with a religious society at the time of their decease." The conveyance was not at once made, but soon after the new municipal government was organized it obtained, Dec. 13, 1790, a patent for the two lots between Tenth and Twelfth Streets. It was discovered, however, that the ground

between Eleventh and Twelfth Streets had been previously patented to Christian Ritiz and William Adcock, and therefore the city only took clear title to the lot between Tenth and Eleventh Streets. The Council had previously designated a piece of ground on Vine Street, between Front and Second Streets, from the Schuylkill [Twenty-second and Twenty-first Streets] for burial purposes. The lot took up the greater portion of the square. It was three hundred and ninety-six feet on Vine Street from Front Street to Second, and extended southward toward Race Street three hundred and sixteen feet, but it is believed that no burials were ever made there.

In 1794 it was ordered that the Lombard Street ground be fenced in, and in six years it was so crowded with corpses that further interments were prohibited. The commonwealth had not parted with its title to this property under the act of 1790, and for more than fifty years the city made use of it without absolute ownership. On April 26, 1846, an act was passed granting to the city the lot between Eleventh and Twelfth Streets, freed and discharged from the uses mentioned in the act of 1790. Under this authority the city sold out the lot upon ground-rents, which at the time of the consolidation in 1854 were valued at $11,250 principal.

The third Potter's Field was on Lombard Street, between Ninth and Tenth, extending from street to street, three hundred and eighty-six feet in breadth and seventy-six feet in depth, north and south. It was granted to the city in 1800, but does not appear to have been used for burials in 1812, and four years later it was ordered that no more interments be made therein. In after-time the city made of it a storage ground.

Potter's Field in Northwest Square.—When interments first began to be made in the Northwest Square, lying between Race and Vine and Schuylkill Fourth [Nineteenth] and Schuylkill Fifth [Eighteenth] Streets, is not known. In the early part of the century it was far out of town, and quite beyond the very limited police supervision established under the city administration. It might have been used before the Southeast Square was closed for burial purposes, being convenient for the interment of persons residing in the western part of the city. It may have been occasionally used for interment while Washington Square was also a public burying-ground. At all events, the title "Potter's Field" was transferred from the Southeast to the Northwest Square at an early period in the present century. On the 18th of June, 1812, City Councils passed an ordinance "to prevent the interment of deceased persons in the public squares of the city of Philadelphia." The preamble recited that "for a considerable time the public square situated on the north side of Sassafras and on the east and west sides of Schuylkill Fourth and Fifth Streets had without any authority been used as a place of interment for the bodies of persons dying at the almshouse, at the State prison, and at the Pennsylvania Hospital, and of strangers not belonging to any religious society." This was declared to be an infringement upon the rights of the citizens of Philadelphia, and it was enacted that after the 10th of July, 1812, no bodies should be buried in any of the public squares of Philadelphia.

Burials in Northeast Square.—A portion of the Northeast Square having been occupied since 1741 by the congregation of the German Reformed Church for a burial-ground, it is probable that unauthorized burials were made there outside of the plot used by that congregation. This theory is sustained by the city ordinance of 1815, by which it was ordered that the Northeast Square should be inclosed, and by the ordinance of the succeeding year, for the improvement of the square, which directed that if the lease to the congregation for the ground used by it for burial purposes should be renewed, it was upon condition that the congregation would put up an open wooden fence corresponding with that placed on other parts of the square by city commissioners. By ordinance of March, 1816, establishing the Vineyard burial-ground, it was ordered that, after the latter was opened, "burials in the Northeast Square should cease." The prohibition was not intended to apply to interments made by the German Reformed congregation in the piece of ground held for burial purposes. This appears by a subsequent ordinance, passed in 1818, directing the opening of the Vineyard ground, in which there is a special proviso that the right of the German congregation under its patent shall not be affected.

Burying-Ground at the Vineyard.—In 1816, when it was resolved to close the public burying-ground on Lombard Street, between Ninth and Tenth, a committee was appointed by City Councils with instruction to purchase a lot suitable for a burying-ground in some other place. Under that authority a lot of ground was selected adjoining the northwest boundaries of Francisville. It was situate at the northeast corner of George and Charles Streets, and was purchased at a cost of two thousand dollars. The access was by Ridge road to George Street [now called Ginnodo]. The present Twentieth Street goes through this ground, and Parrish Street also intersects it. In May, 1818, Councils ordered that the lot purchased under authority of the ordinance of March, 1816, adjoining the Vineyard, should be inclosed with a fence, and that after the 15th of June it should be used as a public burying-ground. A house for the grave-digger was ordered to be built at an expense not exceeding three hundred dollars. By ordinance of September 14th, in the same year, the lot was appropriated "as a place for interment of the bodies of deceased strangers and persons not members of any religious society at the time of their decease." The second section of the ordinance directed that it should be an offense, punishable with a fine of

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twenty dollars, to inter, or cause to be interred, the body of any deceased person in any of the public squares or lots of ground belonging to the city other than the lot thereby appropriated.

Lower Burying-Ground on West Side of Schuylkill.—On the west side of the Schuylkill, north of Market Street, on the road to the Upper Ferry and near the river, a burying-ground had been in use from an early period. The true secret of the ownership of the property was known but by few persons, and they took no care to impart their knowledge to others. As a consequence, a belief was general that this was ground dedicated for public uses. As there was no one to interfere, burials were made there by poor persons at a very early period, and were continued for more than one hundred years. In 1806 the members of the Society of Friends took possession of this ground and refused to allow other denominations to use the property for burial purposes. In 1809 application was made to the Legislature by citizens of Philadelphia, in which they set forth that the ground had been used for many years as a free place of interment and was no doubt public property, and that the rights of the people had been interfered with by the Society of Friends. They asked that a law should be passed vesting the property in the county commissioners for the use of the public as a free burying-ground. A committee of the House of Representatives, to which the matter was referred, reported that the Friends had no exclusive right or title to the burying-ground, and that it ought to be vested in the public. The bill which they prepared for the purpose passed the House by the vote of fifty-three yeas to twenty-seven nays. When this vote was known the Society of Friends took means to vindicate its title, and sent a petition to the Legislature remonstrating against the passage of the law, and, after the House committee had heard all the facts in the case, it reported "that the said burial-ground was applied very early after the foundation of the province for the accommodation of Friends, who held their public meetings at stated intervals at Duckett's farm, on the west side of the Schuylkill, adjoining the said ground. It appears by public records that survey had been made of said ground for a burial-ground, and that of course it is not vacant, unappropriated land, and is not liable to legislative interference. Although the title is not complete, there is strong presumptive evidence that it has been held by the Society for one hundred and twenty years, and positive evidence that they have exercised ownership for sixty years. Although persons of various sects have been buried in the ground, there has generally been an application to and permission of the Society of Friends (cases of improper intrusion excepted). This conduct has been misunderstood and an impression created that it belonged to the public." The committee, coming to the conclusion that the Legislature had no authority in the matter, asked to be discharged.

The controversy as to ownership was carried on between the Board of Health and the Friends, until in 1819 the latter made an agreement in accordance with which they relinquished the ground on condition that the title be vested in the board, and without prejudice to the rights of individuals, "to the use of a burial-ground, or a place of interment of the dead forever." More than thirty years afterward, when the Pennsylvania Railroad Company was seeking ground for depots on the west side of the Schuylkill, this trust, as well as that concerning the burial-ground immediately on the north, belonging to the Board of Health, was vacated, and the two plots were sold to that corporation.

Upper Burying-Ground on West Side of Schuylkill.—Adjoining the lower ground on the west side of the Schuylkill to the north, on the road from the permanent bridge to the Upper Ferry, was another burying ground which had also been in use for free interments for many years, and which seemed to have no owner. In 1811, when the State Senate passed the act to vest the lower burying-ground in the Board of Health, another act was passed to vest the upper ground in the Guardians of the Poor as a place of interment. This bill, like the other, was lost in the House. March 4, 1813, the right of the commonwealth to the burial ground on the west side of the Schuylkill, near the Upper Ferry, of two acres and twenty-two perches, was vested in the guardians and overseers of the poor, for the use thereof for a burial-ground, with a proviso that "nothing herein shall be construed to impair the right or interest any person or persons may now have in said land." The preamble said that this place had been recognized as a burying-ground from the earliest settlement of Pennsylvania, and that it appeared to be property of the commonwealth. It has been conjectured that this ground was originally the burying-ground of Friends' Meeting, at Centre Square, which was abandoned a few years after the city was founded.

Cherry Hill burying-ground was the name given by the Board of Health to a piece of ground adjoining the City Hospital, on Coates Street, between Schuylkill Third and Fourth Streets.

Potter's Field, Germantown.—In Germantown the upper burying-ground was given to the use of the inhabitants by Paul Wolf, shortly after the settlement of the town. The lower ground was also given by John Streepers and Leonard Arets for public use at an early period. These inclosures were for general convenience, but they were not considered Potter's Fields. The Potter's Field of Germantown, situate on Bowman's lane, southwest of Germantown, Main Street, was bought by Baltes Rezer, July 23, 1755, at sheriff's sale, the property having formerly belonged to George Arnold. It contained one hundred and forty perches of land. The deed-poll recited that the ground was bought "for and as a strangers' burying-ground or Potter's field, for all Germantown, to serve

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for a burial place for all strangers, negroes, and mulattoes as died in any part of Germantown, forever."

Potter's Field, Moyamensing.—The district of Moyamensing was chartered by act of 24th of March, 1812. Under this authority the commissioners some time afterward established their public burying-ground upon a lot on the north side of Tidmarsh Street, between Eleventh and Twelfth.

Hart's Lane Burying-Ground was appropriated as a Potter's Field in 1855, and is bounded by Lehigh Avenue, Twentieth Street, and Hart's Lane. Up to 1883 it was still in use for burial purposes.

The Morgue.—The first place brought into service for the deposit of unknown or unclaimed bodies, was the Green House at the Potter's Field, on Lombard Street, between Ninth and Tenth, and in 1870 the Morgue was built on the north side of Noble Street, east of Front.

Cemeteries.—As distinguished from the burial-places in churchyards, the first cemetery in Philadelphia was that established in 1826 by the Mutual Burying-Ground Association, which bought ground on the south side of Prime Street [Washington Avenue], east of Tenth. It was followed by the Philadelphia, Passyunk road between Twentieth and Twenty-second Streets, and by the Union Burial-Ground Society, which in 1841 was regularly incorporated. A lot was purchased on the east line of Sixth Street, which has been extended from Washington Avenue to Federal Street, and half-way to Fifth Street.

Machpelah Cemetery dates back to about 1827, and is owned by the Machpelah Cemetery Society, which bought ground on the north side of Prime Street, at Tenth Street. The Philanthropic Cemetery, on Passyunk road, was also established about 1827, and was followed in the next year by Lafayette Cemetery, covering the block between Ninth and Tenth, and Federal and Wharton Streets. Philadelphia or Ronaldson's Cemetery was projected by James Ronaldson in 1826, and founded a year or so subsequently on the ground bounded by Tenth, Shippen, Ninth, and Fitzwater Streets. He spent money liberally upon it, and for many years it was the model burying-place of the city.

Laurel Hill Cemetery, unsurpassed in its beauties of location and adornment, was planned in 1835 by some gentlemen, principal among whom were Frederick Brown, Benjamin W. Richards, and John Jay Smith. They purchased, in February, 1836, the country-seat of Joseph Sims, on the east bank of the Schuylkill, and called "Laurel," which then became Laurel Hill Cemetery, and in later years North Laurel Hill. The Laurel Hill Cemetery Company was incorporated Feb. 9, 1837, and the first interment was made a few months later. It was that of Mrs. Mary Carlisle, who had visited the grounds a few weeks before her death and selected for her grave a spot under a group of pines near the centre of the inclosure. Laurel Hill at once became the chief cemetery of the city, because of its rural charms, its picturesque variety of hill and dale, its noble trees, and its splendid architectural adornment. One of the first pieces of decoration selected by the managers was the exceedingly appropriate group executed in red sandstone by James Thom, a Scotch sculptor, representing "Old Mortality" with his pony, and in conversation with Sir Walter Scott, the author of that famous character in fiction. In course of time other art-creations were added, and the owners of many lots erected in them the costly and superb tombs and monuments that now everywhere dot the surface of this beautiful city of the dead. Within a short time after its opening it was found necessary to enlarge Laurel Hill. An extension northward was not possible, as the ground fell off sharply, and the Reading Railroad ran below. Immediately adjoining, on the south, was situate Fairy Hill, the seat of the Pepper family, but it was not to be bought when the cemetery company would have been glad to acquire ownership. As a matter of necessity, the managers were compelled to purchase somewhere else, and a negotiation was entered into for the estate, formerly Harleigh, on the Ridge road, adjoining Fairy Hill on the north and Strawberry Mansion on the south. This was bought some time before 1852, and opened as South Laurel Hill. In course of time the Fairy Hill property came into the market, and was purchased by the Laurel Hill Cemetery Company, and thus the north and south sections were united, while to the newly-acquired property was given the name of Central Laurel Hill.

Monument Cemetery, situated on the west side of Broad Street, between Montgomery Avenue and Diamond Street, was laid out in 1836–37, by Dr. John A. Elkinton, who was owner of the property, under the title of Père La Chaise. The lot-holders were incorporated March 19, 1838, as the Monument Cemetery Company of Philadelphia.

Woodlands Cemetery was previously the country-seat of William Hamilton, lying southeast of the Darby road, or what is now Woodland Avenue. It was purchased by a number of citizens, who, on April 13, 1840, were incorporated as the Woodlands Cemetery Company of Philadelphia. This cemetery occupies an admirable site, commanding views of the course of the Schuylkill and the city, and embraces numerous monuments that are marked by a high standard of artistic design and execution.

Franklin Cemetery.—In 1840 Mrs. Catharine R. Livingston, of the township of the Northern Liberties, proposed to convey to Rev. George Boyd and John W. Kester a lot of ground containing about seven acres, situate near the two-mile stone on the Frankford road, for the purposes of a rural cemetery. On the 29th of May, 1840, the association was incorporated as the Franklin Cemetery Company.

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The ground lies north of Lehigh Avenue, and stands back from the Frankford road.

Lebanon Cemetery is located on the northerly line of Passyunk road, about a quarter of a mile west of Broad Street, and contains eleven acres. The company is composed of colored persons, and was chartered Jan. 24, 1849.

Olive Cemetery is situated immediately west of the home for aged colored persons, at Girard Avenue and Belmont Avenue, and is a place of interment for colored people. It was established in February, 1849.

Odd-Fellows' Cemetery is on Islington Lane, northwest of Broad Street, and is the property of an association of members of the Order of Odd-Fellows, the charter of which was granted on March 14, 1849.

Glenwood Cemetery, corner of Ridge Avenue and Islington Lane, contains the Scott Legion monument. The Glenwood Cemetery Company was incorporated Feb. 19, 1850, and was largely made up of Odd-Fellows.

The American Mechanics' Cemetery was projected by members of the Order of United American Mechanics and Daughters of America, who purchased grounds adjoining the Odd-Fellows' Cemetery, on the northeast side of Islington Lane. Their rights were confirmed by an act of the Legislature March 20, 1849.

The Cathedral Cemetery, West Philadelphia, at Forty-eighth Street and Lancaster Avenue, consists of forty-three acres purchased in 1849. It was consecrated on September 16th of that year, by Rt. Rev. J. M. Odin, D.D., Bishop of Galveston, Texas, assisted by Very Rev. F. X. Gartland, Rev. William O'Hara, and Rev. J. J. Deane, of Pittsburgh. Bishop Kenrick delivered the sermon. In January, 1850, Bishop Kenrick appointed a committee to assist him in conducting its affairs. They were Very Rev. F. X. Gartland, Rev. Q. S. Waldron, and Messrs. Robert Ewing, Charles A. Repplier, and M. A. Frenaye. It is now managed by Episcopal authority.

The New Cathedral Cemetery is at Second and Butler Streets, in the northeastern part of the city. It consists of the forty-one acres bought in 1868 by Bishop Wood, and on August 30th of that year consecrated by Rt. Rev. William O'Hara, Bishop of Scranton. An addition has since been made to the original purchase.

Mount Moriah Cemetery, north of the road to Darby, near the Blue Bell Tavern, was established about 1855, and opened about the beginning of July. The company was incorporated March 27th of that year. This ground, far removed from the heart of the city, is in a situation where improvements and the opening of streets will be less likely to interfere with it than any other cemetery in the city.

Mount Vernon Cemetery is on the east side of Ridge Avenue, immediately opposite Laurel Hill: By the charter of Mount Vernon Cemetery Company, Feb. 28, 1856, authority was given to purchase a lot of ground, not exceeding thirty acres, bounded north by Cambria Street, east by Thirty-second Street, south by Lehigh Avenue, and west by Ridge Avenue.

Mount Peace Cemetery, managed in connection with the Odd-Fellows' Cemetery on Islington Lane, is principally under the control of members of that order. It adjoins Mount Vernon Cemetery, and was originally the country-seat of the Ralston family, and known as the Mount Peace estate. In this inclosure is a fine monument to the memory of William Curtis, who was for many years Grand Secretary of the Grand Lodge of Odd-Fellows of Pennsylvania.

Cedar Hill Cemetery, Main Street, above Paul, Frankford, is a small inclosure. North Cedar Hill, some distance beyond, on the Bristol and Smithfield turnpike, is much larger, and is finely situated. Old Cedar Hill was established by a company incorporated March 25, 1850.

Mount Sinai, a Jewish cemetery, adjoins North Cedar Hill on the east, and has a fine entrance, occupying a space of one hundred and forty-six feet.

Leverington Cemetery, Ridge road, Roxborough, at the corner of Rittenhouse Lane, is well situated and handsomely laid out. The company was incorporated May 13, 1857.

Fair Hill Cemetery, Germantown road, above Cambria Street, is upon the ancient ground granted by William Penn for the use of Fair Hill Meeting. It is under the control of members of the Society of Friends belonging to the branch commonly called Hicksites. It was a peculiarity of the Society of Friends, for more than a century and a half in Pennsylvania, not to allow any tombstone or memorial to be set up to mark the resting-place of the dead, but at some time after the opening of Fair Hill Cemetery, low headstones bearing merely the name and date of death of the deceased were permitted.[1]

Old Oaks Cemetery was projected in 1868, and laid out upon the estate of John Tucker, upon Wis-

[1] Concord Monthly Meeting in 1729 bore the following testimony: "*Whereas*, It hath been upon the minds of some Friends to suppress all superfluous practices of putting names and dates upon coffins, and it is the mind of this meeting that for the future Friends desist from all such idolatrous practices." In 1759 the following minute was also adopted:

"Though it was the early care of Friends to advise and caution against the vanity and superstition of erecting monuments and entombing the dead with singular notes or marks of distinction, which is but worldly pomp and grandeur, for no encomium nor pompous interment can add worth to the deceased,—yet some professing with us have set up tombs or grave-stones in some burying-grounds which, coming under our notice, brought a concern on this meeting to advise and caution against them. And the Monthly Meetings whereunto such burying-grounds belong are desired to take care to put a stop thereto according to the directions of this meeting given by a minute on this occasion, viz.: 'The Friends or overseers of each meeting, where tombstones are begun to be placed, are to admonish against any usage of that kind, and where they already are to caution and request the relatives or those concerned to remove such tombstones away, and to deal with such as refuse or after a reasonable term neglect to do so.'"

In the burying-ground at Third and Arch Streets were interred many of the best citizens of Philadelphia in colonial time without a headstone to distinguish their graves.

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sahickon Avenue, extending from the Reading Railroad, at Erie Avenue, to Abbotsford Street. The company was incorporated in July, 1869, but the cemetery has since been abandoned.

Hood Cemetery, Germantown, goes back in its history to 1690.* The ground, originally half an acre, was granted by Leonard Arets, by deed dated Feb. 12, 1692, to Paul Wolff, his heirs and assigns, for no other use than a burying-place forever. The grant was a half-acre of a square form, and lying on the eastern side of Germantown, on the Main Street. A stone wall was placed round it, and the inclosure was known as the lower burying-ground. Wolff is understood to have held upon the implied trust that the burying-ground should be for the use of the inhabitants of Germantown, and it was managed by trustees, residents of that village. By subsequent purchases the premises were enlarged to five acres. In March, 1847, William Hood, of Germantown, made a proposition that, in consideration of allowing him to build a vault in the footway near the front gate, he would erect a marble gateway and entrance. This was carried out, and Mr. Hood put up a beautiful entrance-gate of Pennsylvania marble, arched, and the canopy supported by Corinthian columns, and a marble wall and handsome railing along the whole front. In 1866 the trustees obtained a charter, under the title of the Hood Cemetery Company.

Palmer Street Burying-Ground owes its origin to Anthony Palmer, a native of England, who came to Philadelphia at an early period, and was a member of the Provincial Council in 1708, and president of the board, and acting Governor in 1747–48. He purchased in 1730 a tract of ground in Northern Liberties, bounded by Gunner's Run, the Delaware, Frankford road, and by what is now known as Hanover Street. There were one hundred and ninety-one and a half acres, and here Mr. Palmer laid out a town, which he called Kensington. It was his intention to dedicate there a piece of ground for the purposes of a burying-ground for the use of the inhabitants of that village. He died without making any formal deed of dedication, and in 1749 his daughter, Mrs. Thomasine Kieth, by her will, bequeathed the ground to trustees, for the use of a burying-ground and a school, the lot having a front of two hundred and ten feet on Cherry Street. In 1704 the trustees of the Palmer Ground purchased additional space adjoining, and enlarged the inclosure accordingly.

Ivy Hill Cemetery, on the Germantown and Willow Grove turnpike, about a mile east of Germantown Avenue, contains about eighty acres. The stockholders were chartered Dec. 5, 1867, as the Germantown and Chestnut Hill Cemetery Company, but in June, 1871, the title was changed to Ivy Hill. The Second Baptist Church has removed to this ground about three hundred bodies from the old burying-ground on New Market Street.

Beth El Emeth Cemetery, corner of Fisher's Avenue and Market Street, West Philadelphia, is under the care of the Jewish Congregation. There is also a Hebrew cemetery at Market and Fifty-fifth Streets, extending to Fifty-fourth Street on the east, and northward to Arch Street, and another on Federal Street between Ninth and Tenth Streets. The ancient Jewish Cemetery at Spruce and Ninth Streets is but rarely used.

Greenwood Cemetery, Adams Street, Frankford, was established by the benevolent order of the Knights of Pythias, for the interment of their members and others. The company was chartered Dec. 9, 1869, and bought the property, which was formerly Mount Airy, the residence of Commodore Stephen Decatur, Sr.

West Laurel Hill Cemetery is on the west bank of the Schuylkill, at Pencoyd Station, in Lower Merion township, Montgomery Co., and immediately opposite Manayunk. The ground is high,—one hundred and fifty feet above the Schuylkill,—and commands a fine view from every portion of it. In the inclosure are about one hundred and ten acres and some fine monuments and tombs. This cemetery is separate and distinct from Laurel Hill on the east side of the Schuylkill, and is under different control, although some of the managers of the old cemetery are interested in this. The charter was obtained Nov. 8, 1869.

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